Florida-Alabama Transportation Planning Organization (FL-AL TPO)

2050 Long-Range Transportation Plan (LRTP)

Goals and Objectives Technical Report

April 2024

Florida-Alabama Transportation Planning Organization (FL-AL TPO)

Goals and Objectives Technical Report

for the

2050 LONG-RANGE TRANSPORTATION PLAN UPDATE

FL-AL TPO,
Florida Department of Transportation (FDOT) District Three, and
Alabama Department of Transportation (ALDOT)

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Acronyms, Abbreviations, Initialisms

ACES	Automated and Connected Vehicles
ADA	Americans with Disabilities Act
ADS	Automated Driving System
AFV	Alternatively Fuel Vehicle
AICUZ	Air Installation Compatibility Use Zone
ALDOT	Alabama Department of Transportation
AV	Automated Vehicles
BIL	Bipartisan Infrastructure Law
BRATS	Baldwin Regional Area Transit System
CAC	Citizens Advisory Committee
CEDS	Comprehensive Economic Development Strategy
CFR	Code of Federal Regulations
COA	Comprehensive Operational Analysis
CO2	Carbon Dioxide
CV	Connected Vehicles
DOT	Department of Transportation (US)
DoD	Department of Defense (US) (or DOD)
ECAT	Escambia County Area Transit
ECRC	Emerald Coast Regional Council
EO	Executive Order
FAST	Fixing America's Surface Transportation
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEGN	Florida Ecological Greenways Network
FGTS	Florida Greenways and Trails System
FHWA	Federal Highway Administration
FL-AL	Florida-Alabama
FLMA	Federal Land Management Agency
FMTP	Freight and Mobility Trade Plan
FR	*Federal Register*
FS	Florida Statutes (or F.S.)
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
GHG	Greenhouse Gas
GIWW	Gulf Intracoastal Waterway
GPC	General Planning Consultant
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
INRMP	Installation Natural Resources Management Plan
ITS	Intelligent Transportation System
JLUS	Joint Land Use Study
KPI	Key Performance Indicator
LRTP	Long Range Transportation Plan
MAF	Military Access Facility
MAP-21	Moving Ahead for Progress in the 21st Century
MIRR	Military Installation Resiliency Review
MOD	Mobility on Demand
MPO	Metropolitan Planning Organization
MPOAC	MPO Advisory Council
NAS	Naval Air Station
NFTCA	Northwest FL Transportation Corridor Authority
NHS	National Highway System
NPS	National Park Service
OGT	Office of Greenways and Trails
OLF	Outlying Landing Field
PEA	Planning Emphasis Areas
PEL	Planning and Environmental Linkages
PNS	Pensacola International Airport
PPBEP	Pensacola and Perdido Bay Estuary Program
PPP	Public Participation Plan
§	section or paragraph
S.R.	state road (or SR)
SHSP	Strategic Highway Safety Plan
SIS	Strategic Intermodal System
SRPP	Strategic Regional Policy Plan
SS4A	Safe Streets For All
STIP	State Transportation Improvement Program
STRACNET	Strategic Rail Corridor Network
STRAHNET	Strategic Highway Network
SUN	FL Shared-Use Nonmotorized (Trail)
SWIM	Surface Water Improvement and Management
TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPO	Transportation Planning Organization
TSM	Transportation Systems Management
TSM&O	TSM and Operations
UPWP	Unified Planning Work Program
U.S.	United States (or US)
U.S.C.	United States Code (or USC)
USACE	US Army Corps of Engineers
VMT	Vehicle Miles Travelled

Summary

The 2050 Long-Range Transportation Plan (LRTP) Update for the Florida-Alabama Transportation Planning Organization (FL-AL TPO) was initiated with a Notice to Proceed on December 1, 2023; based on the adopted Scope of Services as approved by the FL-AL TPO on November 8, 2023 by FL-AL Resolution 23-24. Prior to adopting the Scope of Services, a Steering Committee was established by the FL-AL TPO on August 7, 2023 to guide the 2050 LRTP Update process, composed of four members of the Technical Coordinating Committee (TCC), four members of the Citizens Advisory Committee (CAC), and partner organizations such as Baldwin Regional Area Transit System, Escambia County Area Transit, Pensacola International Airport, Port of Pensacola, Hurlburt Field, Pensacola Naval Air Station, Whiting Field, a member of the public representing bicycle / pedestrian interests, the Florida Department of Transportation (FDOT), and Alabama Department of Transportation (ALDOT).

A three-step process was followed to prepare the 2050 Goals and Objectives: (1) review changes in law, requirements, plans, and guidance since the 2045 LRTP; (2) review changes through two meetings of the Steering Committee; and (3) review changes through three public meetings.

Changes were assessed by reviewing federal and state laws, 10 Federal Planning Factors, 8 Federal Planning Emphasis Areas, 4 Florida Planning Emphasis Areas, over 13 State of Florida plans, 5 State of Alabama plans, over 20 comprehensive / regional / housing / environmental plans, over 6 military and federal land management agency plans, over 13 local plans, and the Emerald Coast Regional Council (ECRC) “Seven-Layer Cake” set of plans which provide a focus on Vision Zero safety.

The review of changes, based on input from 2 Steering Committee meetings (January 30, 2024; and March 19, 2024), and 3 public involvement meetings (March 7, 2024 – Baldwin County, AL; March 7, 2024 – Santa Rosa County, FL; and March 8, 2024 – Escambia County, FL) including an ECRC outreach public survey, resulted in:

- 7 Goals, including 2 modifications from 2045;
- 48 Objectives, including 5 new objectives and 20 modified objectives from 2045.

The process and changes were reviewed by the FL-AL TPO and Committees:

- April 9, 2024: TCC recommended approval to the TPO as presented.
- April 9, 2024: CAC recommended approval to the TPO as presented.
- April 10, 2024: TPO adopted unanimously as presented with Resolution FL-AL 24-11.

This Technical Report documents the development process and provides the adopted 2050 Vision, Mission, and Goals and Objectives in **Section 5** and **Appendix H.**

1.0 Introduction

Federal and state metropolitan planning regulations require the Florida-Alabama Transportation Planning Organization (FL-AL TPO) to develop a metropolitan transportation plan every five years. The Long-Range Transportation Plan (LRTP) fulfills this requirement and defines the transportation mission and vision, established goals and objectives that will lead to achieving that vision. This area consists of the southern portions of Escambia and Santa Rosa Counties (Florida), and parts of Lillian and Orange Beach in Baldwin County (Alabama) (**Figure 1**. Florida – Alabama Transportation Planning Area). The Emerald Coast Regional Council (ECRC) staffs the FL-AL TPO which is the designated Metropolitan Planning Organization (MPO).

Goals and Objectives Technical Report

*This Technical Report describes and documents the development process for the **Goals and Objectives**, which is one component of the 2050 Long-Range Transportation Plan Update.*

The 2050 Adopted Goals and Objectives are printed in Section 5 and Appendix H.

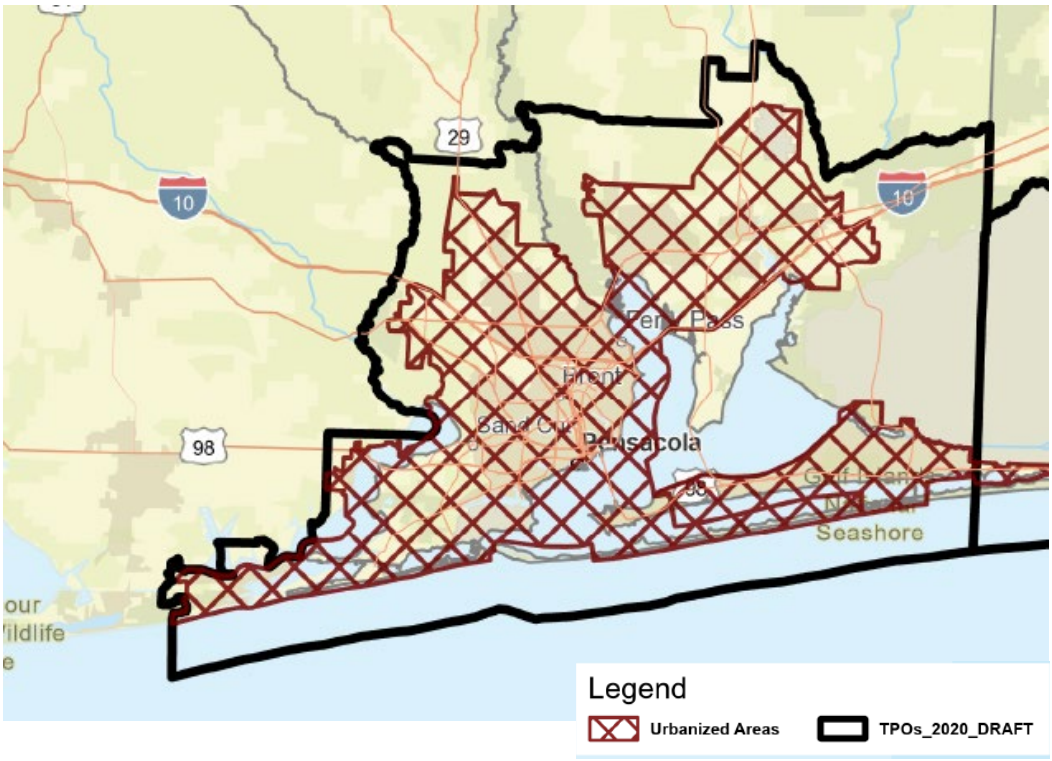


Figure 1 | Florida-Alabama Transportation Planning Area

2.0 Planning Factors and Requirements

The following section is a summary of the planning factors and guiding documents that were reviewed to develop the 2050 Goals and Objectives, beginning with Federal and State requirements. Consistent with the development of the 2045 Goals and Objectives, evaluation was prepared for other guiding documents such as regional and local plans that provide overall direction or guidance on transportation policy. Project-specific plans were not reviewed (such as Florida Department of Transportation (FDOT) Project Development and Environment Studies, or Alabama Department of Transportation (ALDOT) project studies) as they do not generally set policy-level direction but rather focus on project-specific issues and needs to be developed in the Needs Plan.

2.1 Federal Requirements

Federal law[1] requires the Metropolitan Planning Organization (MPO) to address ten (10) Planning Factors as a part of its planning processes: (1) Safety, (2) Security, (3) Accessibility and Mobility, (4) Multimodal Connectivity, (5) System Preservation, (6) Economic Vitality, (7) Environmental Quality, (8) System Efficiency, (9) Resiliency & Reliability, and (10) Travel & Tourism. These factors are shown in **Figure 2** and further explained in **Table 1** as summarized from the FDOT MPO Program Management Handbook (August 2023).[2] The degree of consideration and analysis of the factors is based on the scale and complexity of the area's issues and varies depending on the unique conditions of the area.

The passage of the Fixing America's Surface Transportation (FAST) Act on December 4, 2015 and the final rulemaking as of May 27, 2016 resulted in two additional planning factors: (1) improving the resiliency and reliability of the transportation system and reducing or mitigating storm water impacts of surface transportation; and (2) enhancing travel and tourism.

Additional Planning Emphasis Areas (PEAs), Expectations, and Emerging Issues are discussed in the following sections. With the Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) which became law on November 15, 2021, Planning Emphasis Areas were issued by the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) on December 30, 2021 and are discussed in the sections below. In addition, the IIJA introduced new planning requirements, outlined in **Table 2**.

Additionally, on December 7, 2023, FHWA published a Final Rule amending 23 Code of Federal Regulations (CFR) part 490, creating a greenhouse gas (GHG) performance measure as part of Transportation Performance Management [88 *Federal Register* (FR) 85364; 23 CFR 490.105(c)(5)]. These requirements are presented in **Table 3**.

[1] 23 C.F.R. 450.306(b) 81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016.

[2] Federal requirements for LRTPs are summarized in the FDOT MPO Program Management Handbook, Figure 1.1, and Section 4.3.2

Ten Federal Planning Factors



Figure 2 | Federal Planning Factors

Table 1 | Federal Planning Factors

Item	Planning Factor	Description	Source
1	Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
2	Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
3	Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
4	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
5	System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
6	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
7	Environmental Quality	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, housing, and economic development patterns.	23 CFR 450.306(b)(5)[3]
8	System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)
9	Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
10	Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)

[3] Added in 2021: Subsec. (h)(1)(E). Pub. L. 117–58, §11201(d)(3), inserted ", housing," after "growth"

Table 2 | IIJA Planning Requirements

Item	Factor	Description	Source
1	Public Involvement	States and MPOs may use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process.	IIJA/BIL §11201 23 USC 134(i)(6)(D) & 135(f)(3)(C)
2	Transportation Management Area (TMA) MPO equitable and proportional representation	For MPOs serving a TMA, in designating officials or representatives for the MPO for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the equitable and proportional representation of the population of the metropolitan planning area.	IIJA/BIL §11201 23 USC 134(d)(3)(D)
3	Data	When more than one MPO has been designated to serve a single urbanized area, the MPOs serving that urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand.	IIJA/BIL §11201 23 USC 134(g)(4)
4	Housing	Better connecting housing and employment is added to the purposes of the transportation planning process. MPOs are encouraged to consult with officials responsible for other planning activities in the area including housing to coordinate its transportation planning process with these activities to the maximum extent practicable. MPOs shall include affordable housing organizations among the list of stakeholders and agencies whom the MPO shall provide a reasonable opportunity to be involved in the metropolitan transportation planning process. Added to Planning Factor (#5): The metropolitan and statewide planning processes shall provide for consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.	IIJA/BIL §11201 23 USC 134(a)(1) 23 USC 134(g)(3) 23 USC 134(h)(1)(E) 23 USC 134(i)(6)(A) 23 USC 134(k)(4)

Item	Factor	Description	Source
		Participation by Interested Parties - Each MPO shall provide affordable housing organizations with a reasonable opportunity to comment on the Metropolitan Transportation Plan (MTP). MPOs serving a TMA may address the integration of housing, transportation, economic development strategies through a housing coordination process, and may develop a housing coordination plan as part of the transportation planning process.	
5	Fiscal Constraint	The outer years of the MTP are defined as "beyond the first 4 years" of the MTP (previously, the outer years of the MTP were defined as beyond the first 10 years of the plan). (IIJA/BIL Sec. 11202) For the outer years of the MTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	IIJA/BIL §11201, 11202

Table 3 | FHWA GHG Requirements

Item	Factor	Description	Source
1	Greenhouse gas (GHG) performance measure	December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a GHG performance measure as part of Transportation Performance Management.	88 FR 85364; 23 CFR 490.105(c)(5)
2	Carbon Dioxide (CO2) Emissions on National Highway System (NHS)	The GHG performance measure is the percent change in tailpipe CO2 emissions on the NHS compared to the reference year of calendar year 2022.	§ 490.507(b)
3	Declining Targets	Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO2 emissions on the NHS.	§ 490.105(e)(10) and (f)(1)
4	State and MPO Applicability	The GHG Final Rule applies to State departments of transportation (DOTs) and metropolitan planning organizations (MPOs).	
5	4-Year Reduction Targets	The rule requires states to establish initial two- and four-year statewide GHG reduction targets and report those goals to FHWA by March 29, 2024. Subsequent targets must be established and reported by October 1, 2026. TPOs must establish four-year GHG reduction targets for their metropolitan planning areas.	

Note: as of preparation of this Goals and Objectives Technical Memo, the status of the GHG requirements remains in flux pending litigation.

2.2 Federal Expectations and Emerging Issues (2018)

In consultation with the Metropolitan Planning Organization Advisory Council (MPOAC), and FDOT, FHWA, and the Federal Transit Administration (FTA) issued *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* January 2018)[4] The memo documents the federal expectations for meeting the requirements to be addressed in the next cycle of LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively. **Table 4** summarizes the 2018 Federal Expectations and Emerging Issues. There are no new Federal Expectations and Emerging Issues for this current LRTP.

Table 4 | Federal Expectations and Emerging Issues (2018)

Item	Expectation/Issue	Description	Source
1	Public Involvement Strategies	Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)
2	Public Involvement / Tribal / Agency Consultation	Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) (c), (d), (e); 23 CFR 450.324(g)
3	Measures of Effectiveness	MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(x)
4	Fiscal Constraint	Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)
5	Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration	Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2) (d)(4)(ii); 23 CFR 324(h)

[4] http://www.fdot.gov/planning/Policy/metrosupport/Resources/LRTP%20Expectations%202018.pdf

Item	Expectation/Issue	Description	Source
6	Freight	Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324(b), (f)(1), (f)(5)
7	Environmental Mitigation	The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)
8	Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.322
9	Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
10	Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324
11	Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets.	Jan 2018 Strategies Memo and 23 CFR 450.306(d)

Item	Expectation/Issue	Description	Source
12	Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Jan 2018 Strategies Memo
13	Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	Jan 2018 Strategies Memo
14	Summary of Public Involvement Strategies	Summarize outreach information and append additional information to LRTP.	Jan 2018 Strategies Memo
15	Impact Analysis / Data Validation	Have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan.	Jan 2018 Strategies Memo
16	FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP.	Jan 2018 Strategies Memo
17	Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	Jan 2018 Strategies Memo
18	Scenario Planning [5]	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo

[5] The FL-AL TPO 2050 LRTP Scope does not include Scenario Planning.

2.3 Federal Planning Emphasis Areas (December 2021)

Federal Highway Administration and the Federal Transit Administration issued *2021 Planning Emphasis Areas for Use in the Development of Metropolitan and Statewide Planning and Research Work Programs* (December 30, 2021).[6] The memo is *intended only to provide clarity regarding existing requirements*. **Table 5** summarizes the 2021 Federal Planning Emphasis Areas. FHWA confirmed on December 21, 2023 there are no new federal emphasis areas.[7]

Table 5 | Federal Planning Emphasis Areas (2021)

Item	Expectation	Description	Sources
1	Climate, Clean Energy	Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.	2021 Planning Emphasis Area Memo Executive Order 14008 *Tackling the Climate Crisis at Home and Abroad*; Executive Order 13990 *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*; and Executive Order 14030 *Climate-Related Financial Risk*
2A	Equity and Justice40	Advance racial equity and support for underserved and disadvantaged communities. Use strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.	2021 Planning Emphasis Area Memo Executive Order 13985 *Advancing Racial Equity and Support for Underserved Communities;* Executive Order 14008 *Tackling the Climate Crisis at Home and Abroad* U.S. DOT Key Performance Indicators (KPIs) for Equity

[6] https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf
[7] E-mail from Joseph Sullivan (FHWA) to Gary Kramer (ECRC), December 21, 2023.

Item	Expectation	Description	Sources
2B	Justice40	40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT KPI.	Executive Order 14008
3	Complete Streets	Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.	2021 Planning Emphasis Area Memo
4	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.	2021 Planning Emphasis Area Memo
5	Strategic Highway Network (STRAHNET) / U.S. Department of Defense (DOD) Coordination	Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.	2021 Planning Emphasis Area Memo
6	Federal Land Management Agency (FLMA) Coordination	Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan	2021 Planning Emphasis Area Memo
7	Planning and Environmental Linkages (PEL)	Implement PEL as part of the transportation planning and environmental review processes to consider environmental, community, and economic goals early in the transportation planning process.	2021 Planning Emphasis Area Memo
8	Data	Incorporate data sharing and consideration into the transportation planning process.	2021 Planning Emphasis Area Memo

2.4 Federal Certification

Federal Law requires the FHWA and the FTA to jointly certify the transportation planning processes of Transportation Management Areas (TMA) at least every four years. FHWA and FTA completed the current FL-AL TPO Certification in December 2022. The certification identified one corrective action related to fiscal constraint that has ramifications for the FL-AL LRTP Goals and Objectives. The corrective action was closed on December 15, 2022. **Table 6** summarizes the FHWA and FTA Certification Recommendations applicable to the development of these Goals and Objectives.

Table 6 | Federal Planning Emphasis Areas (2021)

ITEM	TOPIC	RECOMMENDATION
1	Fiscal Constraint	The LRTP does not clearly demonstrate overall fiscal constraint in accordance with 23 CFR 450.324(f)(11). FL-AL TPO Corrective Action (December 15, 2022) prepared to demonstrate Fiscal Constraint.

2.5 Florida State Requirements

At the statewide level, both Florida and Alabama have implemented system-wide transportation, safety, bicycle/pedestrian, and intelligent transportation systems planning efforts. The FL-AL TPO coordinates with the FDOT and ALDOT for support in addressing a forward-looking strategy on emerging issues and proactive improvements within the TPO's metropolitan planning area. Florida requirements are discussed below, followed by Alabama requirements.

2.5.1 Florida Planning Emphasis Areas (2021)

Consistent with the federal planning factors, FHWA, FTA, and FDOT periodically issue Planning Emphasis Areas (PEAs) in order to encourage transportation planning agencies to give priority to particular issues in the Unified Planning Work Programs (UPWP). MPOs are encouraged to consider the PEAs in modal planning for future system improvements. This may include addressing the PEAs in the LRTP. FDOT provides Planning Emphasis Area guidance on the PEAs that are encouraged to be incorporated (or given priority and emphasis) in the UPWP. [8]

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of MPO respective unified planning work programs. 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 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. The 2021 Planning Emphasis Areas are summarized in **Table 7** from the July 2022 document, *Florida Planning Emphasis Areas: A Resource Guide to Notable Practices*.

[8] Additional state requirements for LRTPs are summarized in the FDOT MPO Program Management Handbook, Section 4.4. http://www.fdot.gov/planning/Policy/metrosupport/Resources/Florida%20Planning%20Emphasis%20Areas%202018%20Final.pdf

Table 7 | FDOT Planning Emphasis Areas (2021)

ITEM	EMPHASIS AREA	STRATEGY
1	Safety	Advancing Florida's highest priority- the target of zero fatalities and serious injuries on the transportation system.
2	Equity	Advancing access to opportunity for affordable transportation services and information access options for all ages and abilities and throughout underserved communities.
3	Resiliency	Adapting to changing conditions and preparing for, withstanding, and recovering from disruption.
4	Emerging Mobility	Transforming the transportation system through automated, connected, electric, and shared (ACES) vehicles as well as other non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.

Prior Planning Emphasis Areas

Rural Transportation Planning

Moving Ahead for Progress in the 21st Century (MAP-21) identified the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. Some rural communities in Florida face significant development pressures and need transportation investments to handle growing populations and economic activities. Others simply struggle to maintain their existing transportation system and with providing services to a spread-out community. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

Transportation Performance Measures

FHWA has finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestions, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. Progress towards meeting the targets will be reported through new and existing mechanisms. MPOs need to account in their UPWP for the effort necessary to satisfy the federal requirements. As MPOs and the state DOTs venture into this first round of target setting and adopting performance measures into our planning products, more emphasis will be placed on this topic area. The cooperative efforts of the MPOs and state

DOT to insure this new planning tool will be effective and well-coordinated will need to be shown in the upcoming UPWPs.

ACES (Automated / Connected / Electric / Shared-use) Vehicles

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

The FDOT Office of Policy Planning issued guidance for Florida MPOs to include consideration ACES in the planning process. The guidance provides a framework that MPOs can use within their overall planning that can be incorporated into the update of their LRTPs.

This guidance provides a range of potential fleet mix scenarios to help MPOs understand the likely contributions of different technologies and vehicle types on planning issues, including road design, Vehicle Miles Travelled (VMT), parking, transit, urban form, transportation funding sources and safety. This guidance also includes illustrations on which vehicle types are associated with different impacts.

The following is recommended policy language developed per the November 29, 2018 report completed by the FDOT and Florida State University Department of Urban & Regional Planning.[9]

> As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guide ways, clear signage, well-maintained roadways, curb adjustments (for ADA considerations), etc. These changes will improve the safety and efficiency of autonomous vehicles. Safety standards will need to be established and monitored related to personal and vehicle safety and cybersecurity. Coordination between transit agencies and MPOs is essential for efficient adoption. Autonomous transit will allow for increased transit ridership leading to a reduction in parking demand and higher density in urban centers. Coordination between land use planning and transportation planning will be necessary as these changes occur.

2.5.2 Florida Transportation Plan

The 2040 Florida Transportation Plan (FTP)[10] is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida's transportation system created by, and providing direction to, the FDOT and all organizations that are involved in planning and managing Florida's transportation system including statewide, regional, and local partners. The FTP fulfills the requirements established in Florida Statutes Title 26, Chapter 339.155, which

[9] Smith, D., M. Anderson, G. Gordon, C. Ibarra, J. Osbun, R. L. Shelly, R. Wener, J. Crute, J. Jones, and A. Qureshi. *MPO Policy and Planning Guidance for Transit Applications of Automated Vehicles.* Florida Department of Transportation and Florida State University Department of Urban & Regional Planning. 28 Nov 2018.
[10] https://www.fdot.gov/planning/ftp/default.shtm

details the FDOT's obligation to develop a statewide transportation planning process and the resulting planning document (the FTP).

The Policy Element of the FTP is the core of document and provides guidance to state, regional, and local transportation partners in making transportation decisions. The FTP Policy Element includes seven adopted goals and objectives to reach these goals, summarized in **Table 8**.

Table 8 | Florida Transportation Plan Goals and Objectives

ITEM	GOAL	OBJECTIVES
1	Safety and Security	Focus on 4Es (engineering, education, enforcement, emergency services) of traffic safety to reduce fatalities and injuries. Use emerging technologies and address land use and socioeconomic factors to improve safety and security for all modes.
2	Infrastructure	Maintain existing facilities in a state of good repair; focus on physical infrastructure. Evaluate and adapt infrastructure to become more resilient to risks and take advantage of innovations; expand definition of infrastructure to include technology.
3	Mobility	Maintain existing facilities in a state of good repair; focus on physical infrastructure. Prioritize the movement of people and freight; accelerate new technologies and options to increase reliability and service.
4	Accessibility and Equity	Expand transportation choices. Enhance access for all Floridians to jobs, education, health care, and other services, especially for those who need it most.
5	Economy	Emphasize global competitiveness and trade. Support regional and local job creation and investment as well as global commerce; support a more resilient and diverse economy.
6	Communities	Support quality places. Reflect community visions and values
7	Environment	Minimize impacts of transportation on the Environment. Proactively enhance and restore natural systems for future generations

On April 4, 2024, the Florida Governor signed House Bill 1301 into law which modifies Section 334.046, Florida Statutes regarding the mission, goals, and objectives of the FDOT:

(1) The department shall consider the following prevailing principles when planning and developing the state's multimodal transportation system: preserving Florida's transportation infrastructure; supporting its economic competitiveness; promoting the efficient movement of people and goods; and preserving Florida's quality of life.

(2) The mission of the Department of Transportation shall be to provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and

natural resources, and preserves the quality of life and connectedness of the state's communities.

(3) The prevailing principles outlined in this section shall be incorporated into all goals and objectives that provide statewide policy guidance for accomplishing the department's mission, including the Florida Transportation Plan outlined in Section 339.155.

(4) At a minimum, the departments goals shall address the following prevailing principles:

a. *Maintaining investments*. Protecting the state's transportation infrastructure investment, which includes:
   i. Ensuring that 80 percent of the pavement on the State Highway System meets department standards;
   ii. Ensuring that 90 percent of department-maintained bridges meet department standards; and
   iii. Ensuring that the department achieves 100 percent of the acceptable maintenance standard on the state highway system.

b. *Economic competitiveness*. Ensuring that the state has a clear understanding of the return on investment and economic impacts of transportation infrastructure investments and how such investments affect the state's economic competitiveness. The department must develop a macroeconomic analysis of the linkages between transportation investment and economic performance, as well as a method to quantifiably measure the economic benefits of the district-work program investments. Such an analysis must analyze:
   i. The state's and district's economic performance relative to the competition.
   ii. The business environment as viewed from the perspective of companies evaluating the state as a place in which to do business.
   iii. The state's capacity to sustain long-term growth.

c. *Connected transportation system*. Ensuring a cost-effective, statewide, interconnected transportation system that provides for the most efficient and effective multimodality and mobility.

d. *Preserving Florida's natural resources and quality of life*. Prioritizing Florida's natural resources and the quality of life of its communities.

The 2055 FTP development is currently underway as of the Spring of 2024.

2.5.3 Strategic Highway Safety Plan (SHSP) & Highway Safety Improvement Program (HSIP)

The 2021-2025 Florida Strategic Highway Safety Plan (SHSP) [11] vision is "Driving Down Fatalities" which accompanies the national "Toward Zero Deaths," aims to eliminate fatalities

[11] https://www.fdot.gov/safety/shsp/shsp.shtm

and serious injuries as a safety target. FDOT implements performance measures and targets, in which the safety goal is to eliminate fatalities and reduce serious injuries. The SHSP Safety Emphasis Areas are listed in **Table 9**.

Table 9 | Florida Strategic Highway Safety Plan: Safety Emphasis Areas

ITEM	TOPIC	EMPHASIS AREA
1	Lane Departures	Roadways
2	Intersections	
3	Pedestrians and Bicyclists	Road Users
4	Aging Road Users	
5	Motorcyclists and Motor Scooter Riders	
6	Commercial Motor Vehicle Operators	
7	Teen Drivers	
8	Impaired Driving	User Behavior
9	Occupant Protection	
10	Speeding and Aggressive Driving	
11	Distracted Driving	
12	Work Zones, Drowsy and Ill Driving, Rail Crossings, Roadway Transit, Micromobility, Connected and Automated Vehicles	Evolving Emphasis Areas

The FDOT Highway Safety Improvement Program (HSIP) Implementation Plan was developed to demonstrate Florida's progress toward meeting its annual safety performance targets as required by the Federal Highway Administration (FHWA) under 23 U.S.C. 148(i). The HSIP Implementation Plan helps the state continue to focus on reducing the number of fatalities and serious injuries on the transportation system with the understanding that no death is acceptable on Florida's transportation system.

Key FY 2024 commitments identified in the HSIP Implementation Plan include the following: Improve Partner Coordination and Align Safety Activities, Maximize HSIP Infrastructure Investments, Enhance Safety Data Systems and Analysis, Implement Key Safety Countermeasures, Focus Safety Marketing and Education on Target Audiences, and Capitalize on New and Existing Funding Opportunities.

FDOT and its traffic safety partners are committed to eliminating fatalities and serious injuries with the understanding that the death of any person is unacceptable. FDOT has realigned priorities to align with the five pillars of the **FDOT Compass** – Safety, Resiliency, A Robust Supply Chain, Technology, and Workforce Development, all built around our Communities. Safety remains Florida's "true north" and the state's top priority while our communities remain the focus and the center of everything we do. ***Therefore, zero deaths is the state's safety vision and performance target.***

Florida established **Target Zero** (**Figure 3**) in the SHSP and the Highway Safety Improvement Program (HSIP) Implementation Plan (August 2023)[12] to provide a framework for how Florida's communities work to achieve the national vision of zero fatalities and serious injuries, by:

- Establishing the formal performance target of zero fatalities and serious injuries with FHWA and National Highway Traffic Safety Administration and tracking progress toward that goal.
- Supporting safety partners by collecting, analyzing, and using data to identify and address Florida-specific needs, and prioritize strategic investments.
- Employing a human-factors approach to mitigate human errors in a safe system approach.
- Establishing a Florida network for resource and information sharing among community partners.



Figure 3 | Target Zero

[12] https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/11a-safetyengineering/fhwa-reports-plans/fldot_2023-hsip-implementation-plan_draft_08-15-2023.pdf?sfvrsn=833d9789_1

2.5.4 Florida Freight and Mobility Trade Plan

The Freight Mobility and Trade Plan (FMTP)[13] is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. To receive funding under the National Highway Freight Program (23 U.S.C. 167), the FAST Act requires the development of a state freight plan which must comprehensively address the state's freight planning activities and investments both immediate and long-range. The IIJA includes several new required elements for State Freight Plans, establishes new priorities. States are required to consider in carrying out activities under the State Freight Plan, clarifies the State Freight Plan approval process, and modifies the length of the update cycle for State Freight Plans from every five years to every four years. **Table 10** lists Florida Transportation Plan (FTP) Goal, and the associated FMTP Objectives.

Table 10 | Florida Freight and Mobility Trade Plan Objectives

ITEM	FTP GOAL	FMTP OBJECTIVE
1	Safety and security for residents, visitors and businesses	Leverage multisource data and technology to improve freight system safety and security.
2, 3	Agile, resilient, and quality transportation infrastructure	Create a more resilient multimodal freight system.
		Ensure the Florida freight system is in a state of good repair.
4	Connected, efficient, and reliable mobility for people and freight	Drive innovation to reduce congestion, bottlenecks and improve travel time reliability.
5,6	Transportation choices that improve accessibility and equity	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains.
		Improve last mile connectivity for all freight modes.
7,8	Transportation solutions that strengthen Florida's economy	Continue to forge partnerships between the public and private sectors to improve trade and logistic.
		Capitalize on emerging freight trends to promote economic development.
9	Transportation systems that enhance Florida's communities	Increase freight-related regional and local transportation planning and land use coordination.
10	Transportation solutions that protect Florida's environment	Promote and support the shift to alternatively fueled freight vehicles.

[13] https://www.fdot.gov/rail/plandevel/freight-mobility-and-trade-plan

The FMTP references the infrastructure on Strategic Intermodal System (SIS)[14] including the Strategic Rail Corridor Network (STRACNET), the Strategic Highway Network (STRAHNET)[15] and Military Access Facility (MAF) designations, further explained in the information box below.

DoD Strategic Highway Network (STRAHNET)

The Strategic Highway Network (STRAHNET) is a federal designation given to roads that provide "defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war." STRAHNET includes Routes (for long-distance travel) and Connectors (to connect individual installations to the Routes).

As the Department of Defense (DoD) designated agent for public highway matters, the Military Surface Deployment and Distribution Command Transportation Engineering Agency (formerly Military Traffic Management Command Transportation Engineering Agency) is the proponent for STRAHNET and STRAHNET Connectors. STRAHNET and the Connector routes are identified in coordination with the Federal Highway Administration (FHWA), the State transportation departments, the military Services and installations, and the ports. Together, STRAHNET and the Connectors define the total minimum defense public highway network needed to support a defense emergency.

FDOT Strategic Intermodal System (SIS) Military Access Facility (MAF)

To plan for an efficient and safe transportation network in Florida, the state legislature and FDOT developed the Strategic Intermodal System (SIS). As part of the SIS, there are specific elements that have been identified as critical to the economic success of Florida. One of these elements Military Access Facilities (MAFs), which serve as connectors for military installations in Florida to the nearest SIS Facility. STRAHNET and MAF designations are mapped on the FDOT SIS.

[14] https://www.fdot.gov/planning/systems/sis/maps
[15] https://www.fdot.gov/docs/default-source/statistics/hwydata/strahnetguide.pdf

2.5.5 Florida Bicycle and Pedestrian Strategic Safety Plan

The Florida Pedestrian and Bicycle Strategic Safety Plan was updated in September 2021 as the implementation element to the Florida SHSP and is focused on programmatically improving pedestrian and bicycle safety. This framework focuses on reduction of fatalities and injuries on public roads involving bicycle and pedestrian users. The plan forecasts advanced data use for implementation of safety strategies and was developed with federal, state, local, and private-sector safety stakeholders, particularly Florida's Pedestrian and Bicycle Safety Coalition. **Table 11** summarizes emphasis areas and corresponding Goals.

The plan emphasizes the following fundamental principle:

> *Everyone is a pedestrian at some point in their day, and these fundamentals are important to the safety of all road users.*

Table 11 | Florida Bicycle and Pedestrian Strategic Plan: Emphasis Areas

ITEM	EMPHASIS AREA	GOALS
1	Data analysis and evaluation	Increase data literacy and facilitate the use of timely, relevant, and quality data to support equitable and data-driven decision-making to improve the mobility and safety of people walking and biking in Florida.
2	Law enforcement	Identify, develop, and implement diverse enforcement strategies in support of Target Zero.
3	Driver education, licensing, legislation, regulation and policy	Strengthen legislation, regulations, policies and programs to support the overall goal of eliminating fatal and serious injury crashes involving people walking and biking.
4	Planning, Design, and Operations (Engineering)	Prioritize safety for non-motorized users on Florida's transportation facilities to encourage implementation of safe systems resulting in safer behavior by and increased safety for all roadway users.
5	Communication, outreach and education	Develop and deploy clear and targeted communication, outreach, and educational campaigns both internally and externally with the goal of increasing awareness, facilitating behavior change for all road users, and decreasing fatalities and injuries to people walking and biking.
6	Emergency Medical Services	Improve medical response and reduce mortality and morbidity resulting from crashes involving people walking and biking.
7	Vision Zero Florida	Eliminate fatalities and serious injuries for people walking and biking.

2.5.6 Florida Greenways and Trails System Plan

The Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails developed the Florida Greenways and Trails System Plan.[16] Florida Statutes §375.031(1) gives responsibility to FDEP to develop and execute a comprehensive, multipurpose outdoor recreation plan. This plan outlines the vision for the state's Greenways and Trails System, both on land and water. It defines the role of the system in advancing Florida's economy, tourism, public health, transportation choices, recreation, conservation and quality of life. Trails and greenways are increasingly important in transportation planning and development. Due to Florida's large population and year-round tourism industry, it is important to provide a practical and accessible means for bicyclists and pedestrians to safely travel through and between communities. While trails have long been known for their recreational benefits, they are now an increasingly critical component of bicycle and pedestrian facilities within multimodal transportation systems.

The Statewide Comprehensive Outdoor Recreation Plan is the state's official document regarding outdoor recreation planning. The Statewide Comprehensive Outdoor Recreation Plan helps coordinate Florida's outdoor recreation planning efforts and guides the development of a diverse, balanced system of lands, programs, facilities and opportunities. The intent of the five-year plan is to promote active and healthy lifestyles in the outdoors; promote trails, trail connectivity, and the safety of trail users; and promote the economic benefits of outdoor recreation and ecotourism in Florida. **Table 12** summarizes the broad objectives of the plan.

Table 12 | Florida Greenways and Trails System Plan

ITEM	OBJECTIVES
1	Delineate regional systems.
2	Strategic investment of resources to advance system completion.
3	Promote and market the Florida Greenways and Trails System to residents and visitors.
4	Establish partnerships and engage stakeholders.

The Florida Ecological Greenways Network (FEGN) is the state-wide data layer that informs Florida Forever and other state and regional land acquisition programs regarding the location of the most important large, intact landscapes across the state. The FEGN identifies opportunities to connect large conservation lands and for initiates such as the Florida Wildlife Corridor, and integrates with the Florida Greenways and Trails System Plan.

[16] https://floridadep.gov/parks/ogt/content/florida-greenways-and-trails-system-plan-and-maps

2.5.7 Florida Intelligent Transportation System Strategic Plan

FDOT has established the Florida Intelligent Transportation (ITS) Systems Strategic Plan as the *Transportation System Management and Operations (TSM&O) 2017 Strategic Plan* (August 17, 2017)[17] with a mission to enhance the safety, efficiency, and reliability of Florida's transportation system. The purpose of the ITS / TSM&O Strategic Plan is to provide statewide direction and guidance for the FDOT, Florida's Metropolitan Planning Organizations, and local governments in planning, programming, and implementing integrated multi-modal ITS elements to maximize the safety and efficiency of Florida's Transportation System. The plan is based on the implementation of a ten-year ITS Cost Feasible Plan. The broad objectives of the Florida ITS / TSM&O Strategic Plan are summarized in **Table 13**.

Table 13 | Florida Intelligent Transportation System Strategic Plan

ITEM	OBJECTIVES
1	Increase the delivery rate of fatality-free and congestion-free transportation systems supporting the FDOT vision and Florida Transportation Plan goals.

2.5.8 Florida Electric Vehicle Infrastructure Master Plan

FDOT has established the Florida Electric Vehicle Master Plan to deliver a comprehensive course of action to efficiently and effectively provide for EV charging infrastructure.[18] The plan is intended to coordinate, develop, and recommend 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: support both short-range and long-range electric vehicle travel; encourage the expansion of electric vehicle use in the state; and adequately serve evacuation routes in the state. The primary objectives are listed in **Table 14**.

Table 14 | Florida Electric Vehicle Infrastructure Master Plan Objectives

ITEM	OBJECTIVES
1	SUPPORT short-range and long-range electric vehicle travel as well as emergency evacuation in the state.
2	ADAPT state highway infrastructure consistent with market demand.
3	ENSURE availability of adequate and reliable EV charging stations.

2.5.9 Florida Rail System Plan

FDOT has established the Florida Rail System Plan[19] to guide freight and passenger rail planning. FDOT is the designated State Rail Transportation Authority and State Rail Plan Approval Authority for Florida. The State Rail Vision is: *To provide safe, equitable, and reliable*

[17] https://www.fdot.gov/traffic/ITS/Projects-Deploy/Strategic-Plan.shtm
[18] https://www.fdot.gov/emergingtechnologies/home/evprogram/ev-plan
[19] https://www.fdot.gov/rail/plans/railplan

mobility solutions for people and freight. An integrated and resilient rail system will enhance transportation options and modal connections, promote sustainable communities, and strengthen Florida's economy. Goals and Objectives are listed in the table below. The Rail System Plan includes Florida's Rail Service Investment Program, which identifies the short- and long-range program of studies and projects. Related plans include the Highway-Rail Grade Crossing State Action Plan (2022), Passenger Rail Corridor Assessment (2023), and Freight Mobility and Trace Plan (2020). The Florida Rail System Plan incorporates the Southeast Regional Rail Plan to consider passenger rail opportunities and the Amtrak *ConnectsUS* plan. The Freight and Rail Committee of the Florida MPOAC continues support for planning efforts to restore Amtrak passenger rail service that was discontinued in 2005 by damage from Hurricane Katrina. MPOAC is seeking federal grant funding to develop a Service Development Plan. **Table 15** lists Goals and Objectives of the Florida Rail System Plan.

The FL-AL TPO approved Resolution FL-AL 24-02 (February 2024) to continue support for resumption of Amtrak operations and passenger service in Northwest Florida.

Table 15 | Florida Rail System Plan Goals and Objectives

ITEM	GOALS	OBJECTIVES
1	Safety and Security for Residents, Visitors, and Businesses	• Reduce incidents, accidents, and fatalities • Improve rail system security • Enhance the rail system to better respond to emergencies • Support Florida's Highway-Rail Grade Crossing State Action Plan initiatives to improve safety at grade crossings.
2	Agile, Resilient, and Quality Transportation Infrastructure	• Preserve and maintain rail assets in a state of good repair • Modernize the rail system when public benefit can be demonstrated • Increase the resilience of infrastructure.
3	Connected, Efficient, and Reliable Mobility for People and Freight	• Improve rail system connectivity • Increase the reliability and efficiency of people and freight trips • Eliminate rail bottlenecks where possible • Meet customer expectations for infrastructure quality and service.
4	Transportation Choices that Improve Accessibility and Equity	• Achieve broad public support for investments in the rail system • Maximize the use of state and federal funding programs • Identify new and alternative revenue sources and financial tools • Increase alternatives to single occupancy vehicles • Increase access to jobs, education, health, and other services for all residents.
5	Transportation Solutions that Strengthen Florida's Economy	• Invest in rail capacity improvements to enhance the interstate and intrastate movement of passengers and freight when public benefit can be demonstrated • Invest in rail improvement projects that support job creation and economic development.
6	Transportation Systems that Enhance Florida's Communities	• Support responsible land use strategies • Support job creation and economic development.
7	Transportation Solutions that Enhance Florida's Environment	• Support responsible environmental stewardship • Reduce transportation's impact on water, critical lands, and habitats • Decrease transportation-related air quality pollutants and greenhouse gas emissions.

2.5.10 Florida Shared Use Non-Motorized (SUN) Trail

The Florida Shared-Use Nonmotorized (SUN) Trail Program,[20] established in 2015 [Section 339.81, Florida Statutes (F.S.)], receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., motor vehicle licenses. These revenues are deposited in the State Transportation Trust Fund. The funding is for the development of a statewide system of interconnected high-priority, paved, nonmotorized multi-use trail / two-directional Shared Use Path within the SUN Trail network for bicyclists and pedestrians, physically separated from vehicular traffic. The SUN Trail network aligns with the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority Network overseen by the FDEP Office of Greenways and Trail (OGT) [Chapter 260, F.S.] and includes connections to and through lands of the Florida Wildlife Corridor Act (Section 259.1055, F.S.). Among other things, Chapter 316, F.S., defines bicycles, pedestrians, and nonmotorized users. FDOT distributes the funds through a competitive solicitation.

Implementing projects in the SUN Trail network increases the reliability of Florida's transportation system. Broad goals are derived from the Program Selection Criteria[21] and are summarized in **Table 16**.

Table 16 | FDOT Shared Use Non-Motorized (SUN) Trail

ITEM	GOALS
1	Project enhances the safety of bicyclists, pedestrians and motorists.
2	Provide trails of regional, state, and national importance.
3	Project funds are leveraged by at least one additional public / private source.
4	Project blends transportation modes by completing, improving or enhancing existing facilities to improve mobility.
5	Enhance quality of life, enhance economic opportunities, and provide connectivity to destinations.
6	Project is ready for immediate construction and has high public support.
7	Project has a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations.
8	Project enhances or preserves environmental resources.
9	Project facilitates a system of interconnected trails by closing a gap in the SUN Trail Network.
10	Project includes cost-saving elements.

[20] https://www.fdot.gov/planning/systems/systems-management/SUNTrail
[21] https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/suntrail/guidance/sun_trail_process_eligibility_selection.pdf?sfvrsn=6879af_0

2.5.11 Florida Strategic Intermodal System Policy Plan

The Strategic Intermodal System (SIS) Policy Plan[22] helps guide decisions about future SIS investments and how priorities are established given limited funding. The Systems Implementation Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential SIS projects in various stages of development. **Table 17** lists SIS objectives.

Table 17 | Florida SIS Policy Plan Objectives

ITEM	SIS OBJECTIVE	
1	Interregional Connectivity	Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations.
2	Intermodal Connectivity	Expand transportation choices and integrate modes for interregional trips.
3	Economic Development	Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment.

2.5.12 Florida Aviation System Plan

The Florida Aviation System Plan[23] is a long-term strategic planning process designed to comprehensively assess all public-use airports in Florida to understand the relationships between these facilities and their unique users. The Florida Aviation System Plan 2025 identifies seven strategic goals with approaches, measurements, and recommendations (**Table 18**). Airport Profiles are also established as part of the Continuing Florida Aviation System Panning Process. [24]

Table 18 | Florida Aviation System Plan

ITEM	GOALS
1	Capacity
2	Ground Access
3	Air Access
4	Compatibility
5	Financially Sound
6	Well Planned
7	Determine Financial Needs

[22] https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/systems/programs/mspi/plans/sis-policyplan.pdf?sfvrsn=4d7341ad_0
[23] https://www.fdot.gov/aviation/fasp2025.shtm
[24] https://www.cfaspp.com/Airport/AirportList.aspx

2.5.13 Florida Seaport System Plan and Waterways System Plan

The Florida Seaport System Plan[25] provides policy guidance, goals, and objectives for the development, enhancement, and preservation of Florida's seaport system. The Florida Waterways System Plan provides an analysis of the overall system, conditions, challenges, and trends facing Florida's waterways including the Gulf Intracoastal Waterway (GIWW) system which provides transportation linkage to the Port of Pensacola in a segment that is also referred to as the Northern Gulf Intracoastal Waterway. [26] The GIWW is also part of the FDOT SIS program. The plan specifies that the U.S. Army Corps of Engineers (USACE) is responsible for the operation and maintenance of waterways that make up the commercially active system, which includes the GIWW from Panama City to Pensacola Bay, and from Pensacola Bay to Mobile, Alabama.

2.6 Alabama State Requirements

2.6.1 Alabama Statewide Transportation Plan

The Alabama Statewide Transportation Plan is the ALDOT long-range plan that assesses the State's multimodal transportation system and presents plans for improvement and maintenance. The plan forecasts a minimum of 20 years and involves engagement with both public and private entities. The plan is designed to meet the goals and other requirements required by federal legislation with its emphasis on performance management. The most recent Statewide Transportation Plan was completed in July 2017. The Alabama Statewide Transportation Plan does not define specific goals or objectives, therefore, a summary table is not presented.

2.6.2 Alabama Strategic Highway Safety Plan (SHSP)

The Alabama Strategic Highway Safety Plan (SHSP) works in concert with other state agencies to reduce serious accidents, injuries, and fatalities on Alabama's roadways.[27] At the state level, the Alabama Statewide Transportation Plan and Alabama Strategic Highway Safety Plan provide the policy foundation for bicycle and pedestrian transportation in the state, emphasizing an improved traffic safety culture and an efficient, interconnected transportation system that supports economic development, preserves the quality of the environment, and enhances quality of life. The SHSP emphasis areas support the long-term goal of fatality and injury reduction as part of Alabama's "Toward Zero Deaths (TZD)" strategy. The current version is the Third Edition, July 2017.

[25] https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/seaport/pdfs/2015-florida-seaport-system-plan_final.pdf?sfvrsn=cb2f6c64_0

[26] Note: Authorized channel depths on the GIWW are specified (12-feet) along with the minimum 65-foot vertical clearance for bridges over the GIWW. The Pensacola Pass is maintained at a depth of 35 feet, but is not on the GIWW.

[27] http://www.safehomealabama.gov/alabama-strategic-highway-safety-plan/

2.6.3 Alabama Statewide Bicycle and Pedestrian Plan

The purpose of the Alabama Statewide Bicycle and Pedestrian Plan 2017 [28] is to establish a vision that supports walking and bicycling as modes of transportation in Alabama. Developed by ALDOT and stakeholders from across the state, the statewide plan guides investments in bicycle and pedestrian facilities and programs that achieve the greatest improvements within limited available funding.

The Alabama Statewide Bicycle and Pedestrian Plan establishes this Vision: Alabama is a state where walking and bicycling are safe, comfortable, and convenient modes of transportation in communities across the state for people of all ages and abilities. Goals and Objectives, identified in Section B.1 of the Plan, are listed in **Table 19**. The current version is dated 2017.

Table 19 | Alabama Statewide Bicycle and Pedestrian Plan Goals & Objectives

GOALS	OBJECTIVES
Improve safety for bicyclists and pedestrians of all ages and abilities.	1. Identify and address high-priority safety locations and corridors. 2. Educate users on safe interactions among motorists, bicyclists and pedestrians. 3. Implement laws and regulations consistently.
Develop complete and connected bicycle and pedestrian systems.	1. Expand and improve bicycle and pedestrian networks along state highway corridors. 2. Incorporate bicycle and pedestrian needs in all phases of project development, routine maintenance, and system preservation.
Support state, regional, and local economic development.	1. Link bicycle and pedestrian access to basic goods and services, such as food, education, health care, parks, and transit. 2. Promote bicycle and pedestrian connectivity in major employment and activity centers.
Increase travel options for all transportation system users and protect the natural environment.	1. Expand and improve bicycle and pedestrian access to basic goods and services, such as food, education, health care, parks, and transit. 2. Encourage walking and bicycling for shorter everyday trips (e.g., school, shopping, social). 3. Preserve and protect the natural environment.

2.6.4 Alabama Intelligent Transportation System Strategic Business Plan

ALDOT developed the Intelligent Transportation Systems Strategic Business Plan (2015) [29] to appropriately guide the ITS system for the following five years. The Mission of the Plan is to use ITS technologies as a cost-effective and efficient means to improve safety and to maximize the overall performance of the transportation system. The core of the ITS architecture is the Regional Transportation Management Center (RTMC) which distributes local control over operations. The purpose of the ITS Strategic Plan is to provide statewide direction and guidance for the ALDOT, Alabama's Metropolitan Planning Organizations, and local governments in planning, programming, and implementing integrated ITS elements to maximize the safety and efficiency of Alabama's Transportation System. Goals of the Plan are listed in **Table 20**.

[28] https://www.dot.state.al.us/oeweb/pdf/bicyclePedestrian/StatewideBicyclePedestrianPlan.pdf
[29] https://algotraffic.com/Content/documents/ALDOT_ITS_Strategi_Business_Plan_Final%20Draft_Updated%20May%2025,%202016.pdf

Table 20 | Alabama ITS Goals

ITEM	GOALS
1	Improve safety through traffic injury and fatality reduction, traffic incident management enhancement, secondary crash reduction and emergency transportation operation enhancement.
2	Improve and preserve infrastructure condition through infrastructure asset maintenance.
3	Reduce traffic congestion.
4	Improve system reliability and efficiency.
5	Facilitate freight movement.
6	Support economic vitality.
7	Improve customer service through real-time, accurate public traveler information, and enhanced coordination and communication between partnering agencies.

2.6.5 Alabama Statewide Freight Plan

ALDOT developed the 2022 Statewide Freight Plan (June 2023) [30] to update the previous 2017 plan. The plan considers recent trends and projections in truck volume, bottlenecks, and commodity flow. The plan also incorporates new federal requirements established by the latest transportation authorization bill, the Infrastructure Investment and Jobs Act, with new sections related to commercial truck parking needs; transportation resilience; freight-related strategies related to intelligent transportation systems and safety; and an examination of potential strategies to mitigate the impacts of freight upon the natural environment and environmental justice communities. The outcome is a Freight Investment Plan that highlights specific projects that ALDOT will program to improve freight operations in the state, as well as several strategies to guide freight investment in the future. The projects and strategies outlined in the Freight Investment Plan have been informed by a combination of technical analyses and stakeholder input received from the Freight Advisory Committee. Goals of the Plan are listed in **Table 21**.

Table 21 | Alabama Freight Goals

ITEM	GOALS
1	Improve reliability and reduce congestion on the National Multimodal Freight Network within the state.
2	Improve connectivity between all modes of freight transportation and address supply chain issues throughout the state.
3	Coordinate with Metropolitan Planning Organizations and other agencies during the development / update of the Statewide Freight Plan.
4	Ensure a state of good repair along freight network facilities throughout the state.
5	Improve economic benefits by supporting public and private sector investment on the statewide freight network.
6	Promote the safety, security, efficiency, and resiliency of multimodal freight transportation, including from extreme weather and stormwater runoff/flooding events.

[30] https://www.dot.state.al.us/programs/pdf/FreightPlanning/FinalALDOTStatewideFreightPlan.pdf

ITEM	GOALS
7	Promote the use of ITS technologies to improve the safety, efficiency, and reliability on the statewide freight network.
8	Promote and enhance both the human and natural environment, including by reducing the impacts of freight movements on air quality and wildlife habitat, while enhancing the performance of the statewide freight network.

The Alabama Freight Plan also references military freight need and the FHWA Strategic Highway Network linking I-10 to Florida, and the Federal Railroad Administration (FRA) Strategic Rail Corridor Network (STRACNET) which consists of rail lines that provide access to military installations and major intermodal facilities such as ports. Rail facilities in northwest Florida are included on the Alabama STRACNET.

2.7 Comprehensive, Regional, Transit, Housing, and Environmental Plans

Florida Statute 339.175, regarding the MPO defines the Legislative intent:

> *to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas of this state while minimizing transportation-related fuel consumption, air pollution, and greenhouse gas emissions through metropolitan transportation planning processes . . .*

F.S. 339.175 (7) requires:

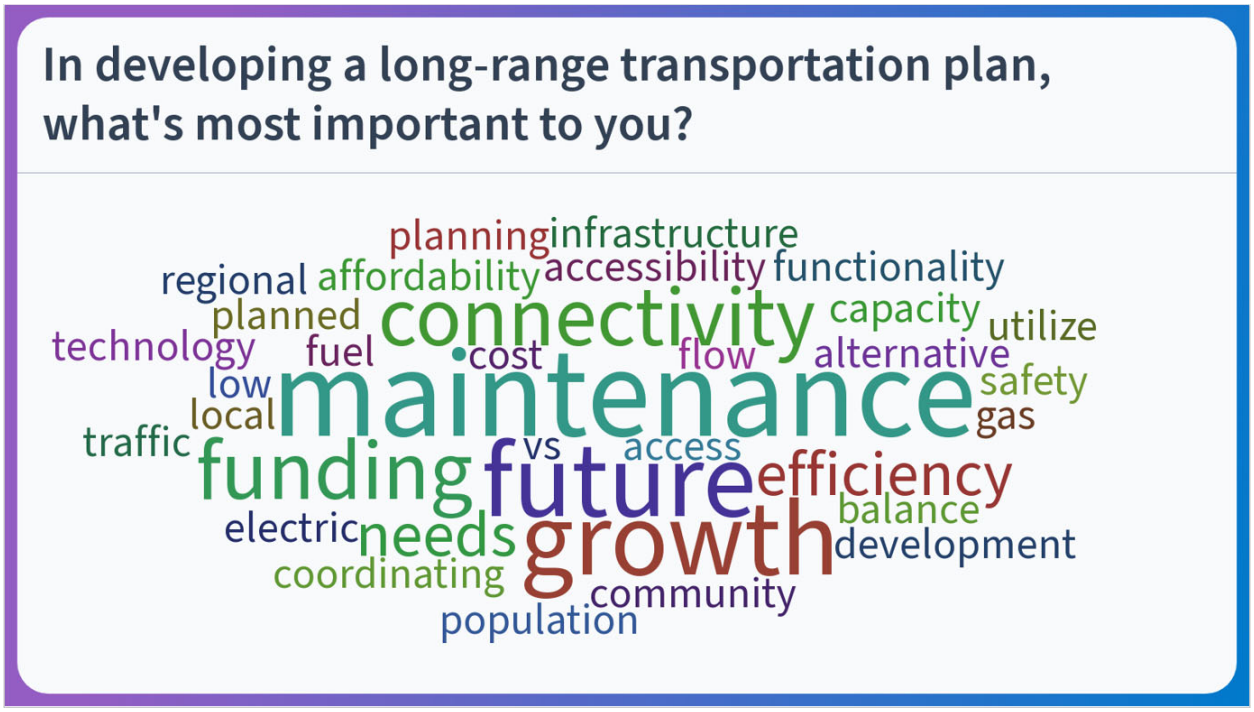
> *The long-range transportation plan must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the M.P.O. Each M.P.O. is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions.*

Regional and local planning documents were therefore examined to evaluate policy goals and objectives that have direct relevance to the transportation system. Most plans focused on quality of life, connectivity, land use, transit and economic development improvements based on needs identified through cooperation with the public and other stakeholders. These are further summarized in the following sections.

In addition, the plans referenced in the following sections, ECRC also held a discussion on Regional Coordination at the Regional TPO meeting (February 2, 2024). While no action was taken, there was general discussion regarding the need for collaboration across the three ECRC TPOs on various topics such as economic vitality, congestion management, connectivity, and trails. As part of the discussion there was a workshop to review potential alignment of regional goals and objectives across the three TPOs to help further regional needs and priorities, and consistency of data to support decision making. The following themes were consolidated as comment Goals and Objectives for the three LRTPs of the three ECRC TPOs. The FL-AL 2050 Goals and Objectives are consistent with the common regional Goals and Objectives:

- Safe and secure for residents, visitors, and commerce;
- Integrated for the movement of people and goods;
- Operated and maintained efficiently;
- Protects, preserves, and enhances a high quality of life;
- Multimodal and innovative;
- Consistent, continuing, cooperative, and comprehensive in the planning process;
- Maintains acceptable travel conditions;
- Meets user needs;
- Respectful of the environment, public health, and vulnerable users; and
- Optimizes mobility.

The following image represents themes from the February 2, 2024 Regional TPO meeting regarding LRTP Goals and Objectives:



2.7.1 ECRC Comprehensive Economic Development Strategy

The 2022-2026 Comprehensive Economic Development Strategy (CEDS)[31] is a five-year strategy to guide activity and investment to support economic growth in the ECRC region (Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay counties), which is designated as an Economic Development District by the U.S. Economic Development Administration. While not a federal or state requirement to incorporate the CEDS into the LRTP, there are notable aspects of the CEDS that integrate with the LRTP. As such, it is included as a source for regional planning factors. The current CEDS follows the Florida Chamber Foundation's Seven Pillars framework The Planning Factors and Goals of the CEDS are summarized in **Table 22**.

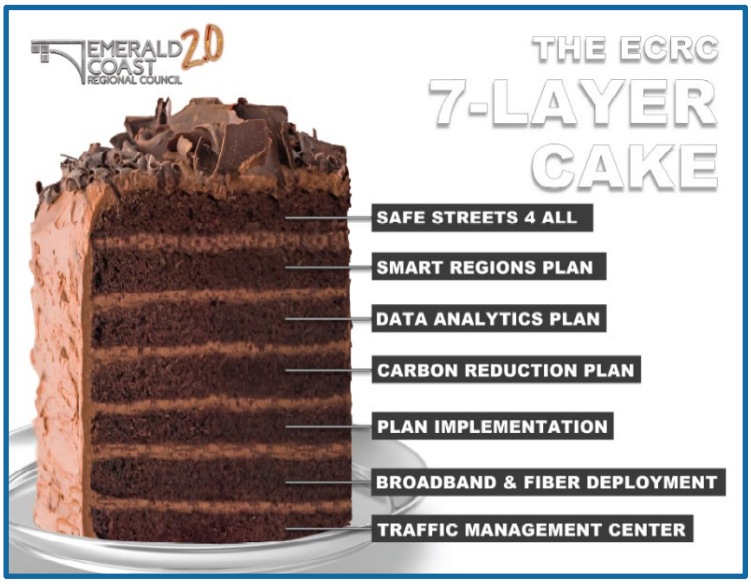
Table 22 | ECRC CEDS

ITEM	PLANNING FACTORS	GOALS
1	Talent Supply & Education	Support educational programs, activities, and partners which encourage development of programs and opportunities that will meet the region's educational and workforce needs.
2	Innovation & Economic Development	Encourage innovation and foster robust entrepreneurial ecosystems to drive economic growth.
3	Infrastructure & Growth Leadership	Ensure the Emerald Coast's Economic Infrastructure is state of the art and connects communities in every part of the region.
4	Business Climate & Competitiveness	Bolster the Emerald Coast economy by recruiting new businesses and promoting the expansion of existing businesses.
5	Civic & Governance Systems	Support high quality governance to sustain Florida's economic and quality of life expectations.
6	Environmental Quality, Protection, and Resilience	Promote regional understanding of resilience and sustainability efforts and integrate the experience of advocates and practitioners into future planning endeavors.
7	Housing	Support the creation and maintenance of a diversity of housing options to support a competitive workforce and high quality of life.

31 https://ecrc.org/programs/community_and_economic_development/economic_development/comprehensive_economic_development_strategy_(ceds).php

2.7.2 ECRC Seven-Layer Cake

In February 2024, ECRC launched a new planning initiative branded as the *Seven-Layer Cake*, the "ingredients" of which are all intended to focus on achieving Target Zero / Vision Zero. The seven components are described below.



1 **Safe Streets 4 All (SS4A):** Will identify the region's highest fatality and serious injury crash network and develop overall strategies on how to lower fatalities achieve Vision Zero.

2 **Smart Regions Plan**: Will utilize the corridors identified from the SS4A project and identify specific smart technology that can be deployed to collect data and ultimately alleviate fatalities. This project has FL-AL TPO funding supplemented by ECRC funding,

3 **Data Analytics Plan:** Will conduct community needs assessments for communities in FL-AL TPO area to perform problem identification and begin to layout the data needed to understand problems. Phase 2 will identify or develop the software needed to easily store and analyze the data coming from the network into the Regional Transportation Management Center. The project is focused on FL-AL TPO but will have cross-boundary benefit through data sharing and collection.

4 **Carbon Reduction Plan**: Will focus on identifying specific Advanced Traffic Management System (ATMS) / Intelligent Transportation System (ITS) technology projects that result in broad scale traffic reduction which achieves reduction of vehicle emissions, congestion relief, while also continuing to emphasize the projects identified in layers 1-3 and begin to set the stage to program carbon reduction funding for implementation. This project will also help advance the #1 Non-SIS project of ATMS / ITS deployment and help the region to move towards Vision Zero.

5 **Plan Implementation**: Funds will be assigned in FY27 to install and construct the technology infrastructure outlined in layers 1-4 along the corridors in the FL-AL and Okaloosa-Walton TPO areas.

6 **Broadband & Fiber:** Working with Escambia County, this project will install the backbone for technology upgrades identified in the layers above and provide system connectivity to the new Transportation Management Center.

7 **Transportation Management Center:** Will serve as the Regional Transportation Management Center and ECRC office facility. The center is designed to provide next generation traffic management, add regional redundancy, and house the operations of all layers outlined above. This project is the #1 Non-SIS priority of the FL-AL TPO.

2.7.3 ECRC FL-AL Ped / Bike / Trails Master Plan

This plan is a comprehensive review and update of the 2018 Florida-Alabama TPO Pedestrian/Bicycle Master Plan. The 2023 Pedestrian, Bicycle, and Trail Master Plan[32] update builds upon the 2018 plan by examining the Florida-Alabama TPO's policies, projects, high crash areas, and community input to establish strategies and performance measures. These measures guide the planning, funding, and implementation of projects to create a safe and efficient network of bicycle and pedestrian facilities. The focus of the plan is on regionally significant connections and potential bicycle and pedestrian-specific infrastructure improvements that will contribute to a continuous bicycle and pedestrian transportation network throughout the study area. Goals and Objectives are listed in **Table 23.**

Table 23 | ECRC FL-AL Ped / Bike / Trail Plan

ITEM	GOALS	OBJECTIVES
1	EDUCATION. Educate users of all transportation modes on Complete Streets concepts and pedestrian and bicycle safety, rights, and responsibilities.	Objective 1.1 Conduct outreach focusing on safe walking, bicycling, and driving; conduct with a specific focus on traffic laws. Objective 1.2 Organize workshops with state transportation agencies and local government planning and engineering departments focusing on Complete Street concepts. Objective 1.3 Partner with public and private schools to conduct pedestrian and bicycle safety training activities.
2	ENGINEERING. Develop a continuous, connected, and accessible pedestrian and bicycle network that affords safe, enjoyable, and comfortable accommodations for users of all ages and abilities to move between places and destinations.	Objective 2.1 Reduce conflicts between vehicles, pedestrians, and bicyclists by implementing a wide range of context-appropriate facility improvements. Objective 2.2 Increase the quality and quantity of facility connections between existing transportation facilities and other generators of walking and bicycling activity.

[32] https://files.ecrc.org/document_center/Programs/RegaionI%20PedBike%20Working%20Group/draft_FL-AL%20BikePedTrail%2011_01_23.pdf

ITEM	GOALS	OBJECTIVES
3	ENFORCEMENT. Partner with local law enforcement and first responders to provide adequate enforcement programs.	Objective 3.1 Partner with local law enforcement to ensure traffic laws are enforced among bicyclists and motorists.
4	EQUITY. Develop a well-connected pedestrian and bicycle network that accommodates users of all ages and abilities, including those with disabilities, those who cannot drive, and those without access to a vehicle.	Objective 4.1 Maintain public involvement to continuously evaluate areas in need of focused multi-modal studies. Objective 4.2 Increase access to amenities and bike/pedestrian facilities.
5	ENCOURAGEMENT. Enhance the livability of the Florida-Alabama TPO area through the encouragement of bicycling and/or walking for short trips.	Objective 5.1 Promote organized walking and bicycling events throughout the region. Objective 5.2 Work with local jurisdictions and the League of American Bicyclists to obtain Bicycle Friendly Community/Trail Town certifications. Objective 5.3 Make pedestrian and bicycle facility maps available to the public. Objective 5.4 Implement wayfinding signage. Objective 5.5 Create an information hub that supports trip planning among travel modes.

2.7.4 ECRC US 90 Corridor Master Plan

The Emerald Coast Regional Council (ECRC) was a recent recipient of a Department of Economic Opportunity Technical Planning Grant to develop a Corridor Master Plan[33] along US 90 in Escambia, Santa Rosa, and Okaloosa counties. The purpose of the plan is to inventory and identify current gaps in the multi-modal transportation network along the US 90 roadway and develop strategies for the implementation of a multi-use trail. Master Plan goals are listed in **Table 24**. The Plan was completed in June 2021.

Table 24 | ECRC US 90 Corridor Master Plan

ITEM	GOALS	OBJECTIVES
1	Safety	Provide a safe connection between destinations along US 90.
2	Accessibility	Create a facility that is accessible to a variety of user types and appropriate for most comfort levels.
3	Equitable	Make the facility available to people with disabilities, low-income areas, aging populations, and areas of low-vehicle ownership.
4	Network Connectivity	Grow network connectivity by providing opportunities to access destinations along and around US 90.
5	Positive User Experience	Ensure positive user experience by incorporating natural features, creative design, and ADA compliance.
6	Health and Recreation	Provide opportunities for extended trips to recreate and exercise.

Additional ECRC Corridor Plans are found on the ECRC FL-AL TPO resource page: https://ecrc.org/programs/transportation_planning/florida-alabama_tpo.php

[33] https://ecrc.org/programs/transportation_plans_and_documents/us_90_corridor_master_plan_multi-use_trail.php

2.7.5 ECRC Regional Rural Transportation Plan

Florida Planning Emphasis Area guidance from FDOT in 2018 stated TPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside the current boundaries that are impacted by transportation movements between regions. The Regional Rural Transportation Plan, adopted February 8, 2023, serves as a blueprint for maintaining and enhancing the region's rural transportation system in the rural areas shown in **Figure 4.** Under a pilot project task handed down by FDOT District 3, ECRC brought the region's rural communities together for discussion and collaboration. Through this process, the Regional Rural Transportation Plan was established outlining the transportation needs of these rural areas. This plan functions similarly to the TPO LRTP process. It covers a 20-year planning horizon, prioritizes short- and long-range projects for consideration in the Statewide Transportation Improvement Program (STIP), and meets the goals of the Florida Transportation Plan (FTP). The plan's study area includes the rural portions of Escambia, Santa Rosa, Okaloosa, and Walton Counties; and the entirety of Holmes and Washington Counties. Specific goals and objectives were not established for the Regional Rural Transportation Plan; but incorporate the Goals and Objectives from the LRTPs and other planning documents.

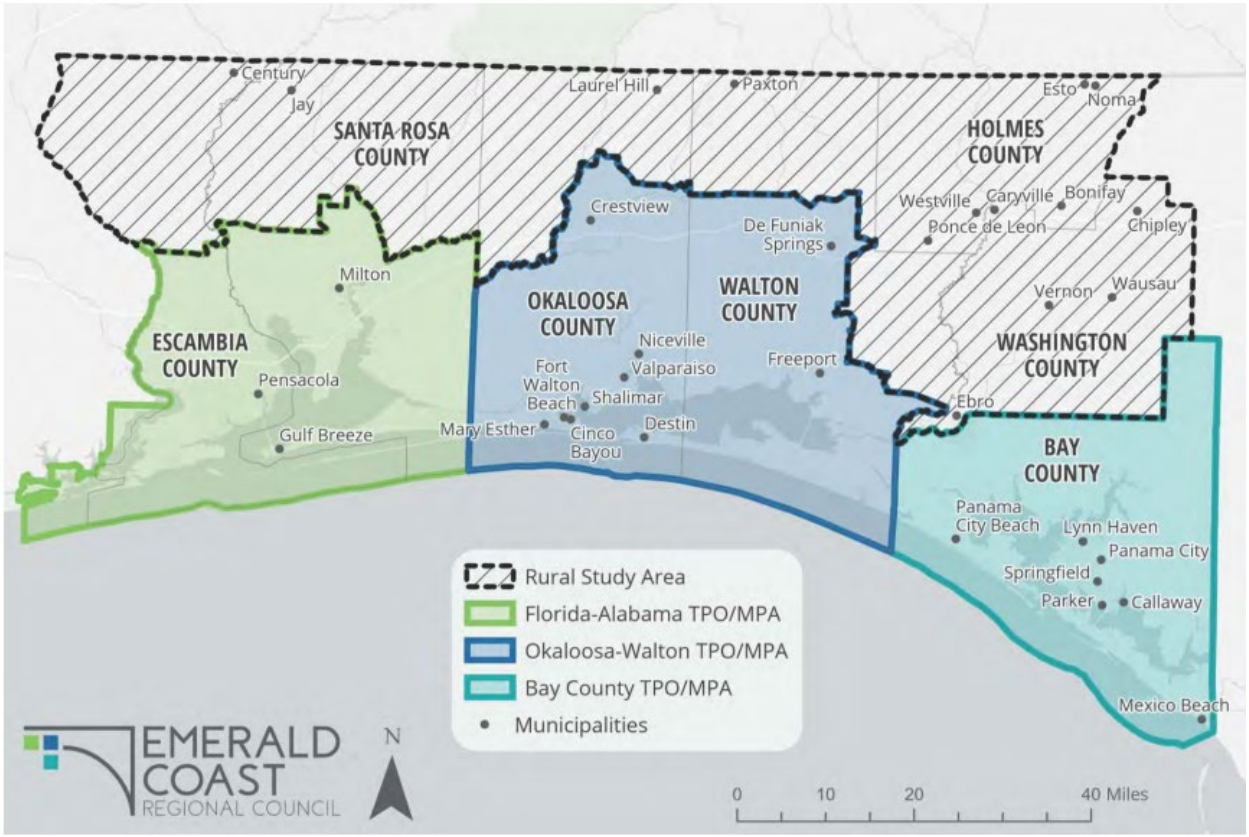


Figure 4 | ECRC Rural Study Area

2.7.6 Escambia County (FL) Comprehensive Plan

The Escambia County 2030 Comprehensive Plan[34] provides for orderly growth management and provides mechanisms for growth management in order to serve the citizens, visitors and property owners of Escambia County to maintain and improve the quality of life for all citizens of the county. With respect to transportation, the following Element is identified: Chapter 8 Mobility. The purpose of the Mobility Element, serving as the Transportation Element, is to establish the desired and projected transportation system in Escambia County and to plan for future motorized and non-motorized traffic circulation systems. This element provides guidelines to prepare for and establish an effective multi- modal transportation system. Goals are listed in **Table 25**. The implementing Objectives and Policies are incorporated by reference.

Military land use compatibility, identified in the 2010 Air Installations Compatible Use Zones (AICUZ) Study[35] for Naval Air Station Pensacola and Naval Outlying Field Saufley, are integrated with the Land Use Chapter and do not specifically identify transportation goals.

Broad transportation planning factors for the Port of Pensacola and the Pensacola International Airport (PNS) are incorporated into the County Comprehensive Plan. A new Port plan was approved for the Port of Pensacola, Portside Pensacola (April 2019). [36] An updated PNS Master Plan was prepared in December 2018.

The Comprehensive Plan establishes Community Redevelopment Areas and the Community Redevelopment Agency (CRA)[37] with the following applicable planning documents / areas, each with redevelopment goals tailored to the specific CRA. Nine Community Redevelopment Areas or “Redevelopment Districts” have been designated by Escambia County under Florida Statutes (F.S.) Chapter 163, Part III, the Community Redevelopment Act or 1969. Escambia County’s designated redevelopment districts include the following, comprising approximately 25 square miles of unincorporated Escambia County:

- Atwood Redevelopment District;
- Barrancas Redevelopment District;
- Brownsville Redevelopment District;
- Cantonment Redevelopment District;
- Englewood Redevelopment District;
- Ensley Redevelopment District;
- Oakfield Redevelopment District;
- Palafox Redevelopment District; and
- Warrington Redevelopment District.

The CRA plans provide linkages to affordable / attainable housing developments.

[34] https://myescambia.com/our-services/development-services/planning-zoning
[35] http://agenda.myescambia.com/docs/2011/COW/20110512_272/831_2010%20AICUZ.pdf
[36] https://www.cityofpensacola.com/DocumentCenter/View/17337/Portside-Pensacola-Vision-Plan-and-Reinvestment-Strategy
[37] https://myescambia.com/our-services/neighborhood-human-services/community-redevelopment-agencies

Table 25 | Escambia County Comprehensive Plan Goals (Ch. 8 Mobility)

ITEM	PLANNING FACTOR	GOALS
1	Transportation	Escambia County will provide a safe, cost-effective and functional roadway and transportation system for all residents and visitors to Escambia County.
2	Transit	Escambia County will encourage the provision and use of a safe, efficient, and financially feasible mass transit transportation system, which is responsive to the community's needs, consistent with land use policies, and environmentally sound and that promotes economic opportunity and energy conservation.
3	Port Facilities	Support the operation and expansion as necessary for port facilities through intergovernmental coordination and in a manner consistent with the goals, objectives, and policies in the Future Land Use, Coastal Management, and Conservation Elements of this plan.
4	Aviation Facilities	Escambia County will provide public aviation facility services sufficient to meet current and future economic development and passenger needs and protect naval aviation facilities.

2.7.7 Santa Rosa County (FL) Comprehensive Plan

The Santa Rosa County 2040 Comprehensive Plan[38] sets forth the county's policies and guides decision-making related to the physical development of the county. The Transportation Element is found in Section 2 of the plan with a single overarching goal as listed in **Table 26**. Implementation Objectives and Policies are incorporated by reference.

Military and Land Use decisions are included in the Land Use portion of the Plan. Land use decisions resulting from the Joint Land Use Study (JLUS) [39] are incorporated elsewhere in the Comprehensive Plan regarding Eglin Air Force Base, Naval Air Station Whiting Field, Naval Outlying Field Choctaw, Naval Outlying Field Harold, and Naval Outlying Field Pace.

Table 26 | Santa Rosa County Comprehensive Plan Goals (Transportation Element)

ITEM	PLANNING ELEMENT	GOAL
1	Transportation	To provide a safe, cost effective, and functional multi-modal transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs with the growth and development of the County.

[38] https://www.santarosa.fl.gov/179/Comprehensive-Plan
[39] https://www.santarosa.fl.gov/181/Joint-Land-Use-Study-JLUS

2.7.8 Santa Rosa County (FL) Strategic Plan

The Santa Rosa County 2035 Strategic Plan[40] sets forth the county's Mission, Vision, and Values. Five key objectives were established, and actionable goals developed for each objective (**Table 27**).

Table 27 | Santa Rosa County Strategic Plan Goals

ITEM	PLANNING ELEMENT	GOAL
1	Innovative Infrastructure	Infrastructure maintenance and investment will be strategically planned where it is needed most. Tax dollars and county resources will be planned and allocated responsibly using best available science, nature-based solutions, green infrastructure, and SMART technologies to: Reduce congestion; Improve energy efficiency; Improve the resilience of all infrastructure; Improve accessibility; Support effective and innovative stormwater management and flood mitigation.
2	Organizational Excellence	The County will perform at its best, with high-quality professional staff providing effective and accountable service delivery.
3	Public Health and Safety	Santa Rosa County will promote a moral "duty of care" to its citizens.
4	Economic Vitality	Santa Rosa County will strive to: Support and grow the local economy and maintain the county's fiscal well-being, and Promote a healthy and robust agricultural sector.
5	Community Services (Quality of Life)	Santa Rosa County will adapt services and policy to eliminate discrimination and disparities.

The Strategic Plan identifies growth areas and housing needs, transportation needs including multi-modal, tourism, safety, natural resources, and economic development. Specific strategies are developed for each goal.

[40] https://santarosa.fl.gov/DocumentCenter/View/6132/Santa-Rosa-County-Strategic-Plan

2.7.9 Baldwin County (AL) Master Plan

The Baldwin County Master Plan[41] guides growth and development in the county. The Master Plan does not include a specific transportation element or chapter or identify specific policy goals regarding transportation. However, the plan provides future land use categories (updated July 18, 2023), and the boundaries for the Eastern Shore Metropolitan Planning Organization and the Florida-Alabama Transportation Planning Organization. Specific proposed roads, industrial sites, recreational facilities, rail lines and airports are included in order to provide planning guidance for areas where additional study may be needed. The May 2023 update (adopted July 18, 2023) is called, A Citizen's Guide to Growth in the Zoned Areas of Baldwin County and includes six core themes summarized in the **Table 28.**

Table 28 | Baldwin County Comprehensive Plan Recommendations

ITEM	RECOMMENDATIONS
1	Promote the Protection of Agricultural Lands and Rural Communities
2	Protect Our Unique Natural Environment, Enhance Water Quality, and Mitigate Flooding
3	Improve Transportation Options and Connectivity
4	Promote the Coordinated Distribution of Public Services
5	Encourage Regional Cooperation
6	Maintain the Character of Our Communities and Quality of Life

2.7.10 Perdido Key Master Plan

The Perdido Key Master Plan[42] was adopted by the Escambia Board of County Commissioners on June 2, 2016. The Perdido Key Master Plan is based on public input, planning initiatives, existing development, physical and environmental characteristics, and social and economic conditions. It is a comprehensive document that guides development and future growth of the community. It includes analysis, recommendations and proposals for housing, transportation, facilities, land use and economy and identifies two Planning Factors and Goals listed in **Table 29**. Since development of this Master Plan, efforts have been initiated to explore municipal incorporation of the Perdido area. As of December 2023, possible incorporation efforts remain in the planning phases, but have not advanced for further consideration.

[41] http://baldwincountyal.gov/all-mobile/departments/planning-zoning
[42] https://myescambia.com/perdido-key/perdido-key-master-plan

Table 29 | Perdido Key Master Plan

ITEM	PLANNING FACTORS	GOAL
1	Urban Form	Pedestrian and Auto-Oriented Streets.
2	Speed	Walkability, Thoroughfare Retrofit, and Pedestrian Crossings.

2.7.11 Escambia County Mid-West Sector Plan

The Escambia County Mid-West Sector Plan, Detailed Specific Area Plan, began in March of 2007 for an approximately 16,000-acre area in central Escambia County. The final document was adopted by the Board of County Commissioners (Ordinance 2011-29) on September 15, 2011[43] and identifies the following adopted goals, objectives, and policies with respect to transportation as summarized in **Table 30**.

Table 30 | Escambia County Mid-West Sector Plan

ITEM	PLANNING FACTORS	GOALS AND OBJECTIVES
1	Sustainable Development	Escambia County shall utilize the Optional Sector Plan process to encourage cohesive and sustainable development patterns within central Escambia County emphasizing urban form and the protection of regional resources and facilities.
2	Transportation	Create a highly interconnected, multi-modal transportation system that efficiently links housing to employment and retail opportunities.
3	Mobility	Develop a hierarchy of transportation corridors that would increase mobility and accessibility within the Optional Sector Plan while respecting existing residential development.
4	Bicycle and Pedestrian	Create an interconnected and accessible pedestrian and bicycle network.
5	Vehicle Trips	Reduce vehicle trips and vehicle miles traveled through the use of compact, mixed-use and transit-oriented development patterns.

[43] https://myescambia.com/our-services/development-services/planning-zoning/optional-sector-plan

2.7.12 OLF8 Master Plan

Escambia County has developed a Master Plan[44] (2021) for the redevelopment of former Navy Outlying Landing Field 8 (OLF-8). OLF-8 is approximately 540 acres out of a 640-acre parcel in the Beulah community of Escambia County, Florida. The Master Plan assesses future land use scenarios and is in the early stages of implementation at the time of preparation of this Goals and Objectives Technical Report.

2.7.13 Beulah Master Plan

This project will develop a master plan / overlay district for the approximately 30,000 acres in the Beulah community. The Beulah Master Plan will establish a vision for allowing continued growth in the area while preserving the quality of life and sense of place enjoyed by the current residents. The final deliverable will be a master plan / zoning overlay district with implementation guidance. Beulah Master Plan Goals are listed in **Table 31**. The Master Plan is in the early stages of preparation at the time of development of this Goals and Objectives Technical Report.

Table 31 | Beulah Master Plan Goals

ITEM	GOALS
1	Design a Community Master Plan to accommodate growth for the Beulah Area.
2	Establish a Vision to allow continued growth in the area while preserving the quality of life and sense of place enjoyed by current residents.
3	Produce an overall Master Plan and Implementation Strategy.

2.7.14 Pensacola & Perdido Bays Estuary Program

The Pensacola and Perdido Bays Estuary Program (PPBEP) has developed a Comprehensive Conservation and Management Plan (2022)[45] to establish a policy framework for health and sustainability of the 8,000 square mile Pensacola and Perdido Bay Watersheds. Goals are established for watershed planning, conservation and restoration. This document is referenced as part of the FL-AL 2050 Long-Range Transportation Plan because it sets broad policy frameworks and linkages to the overall transportation network and conservation needs including linkages to water quality and runoff. Goals are listed in **Table 32**. The plan further defines Objectives and Actions for each Goal. The watershed area is shown in **Figure 5**.

[44] https://myescambia.com/open-government/projects/project-details/olf-8-master-plan
[45] https://www.ppbep.org/

The PPBEP incorporates a number of other regional environmental plans listed in **Table 33.** Numerous local, regional, and Gulf-wide management plans have previously been developed which include the Pensacola and Perdido Bays watersheds. Information within these plans provided a solid foundation for development of the PPBEP Comprehensive Conservation and Management Plan. While the goals and objectives could be further expanded for each of the plans, the intent is to incorporate by reference under the broader umbrella of the PPBEP Comprehensive Conservation and Management Plan to further Planning and Environmental Linkages (PEL).

Table 32 | Pensacola & Perdido Bays Estuary Program Goals

ITEM	GOALS
1	PPBEP should be an unbiased, trusted, centralized source of watershed-related information for the community.
2	Strengthen community resilience to quickly recover from shocks and stressors impacting the Pensacola and Perdido Bays watersheds.
3	Improve water quality in the Pensacola and Perdido Bays watersheds to support economically and ecologically important and resilient ecosystems and communities.
4	Reduce sedimentation in the Pensacola and Perdido Bays watersheds by identifying sediment sources and assessing impacts on our waterways and critically important habitats.
5	Conserve and restore critical habitat extent and condition to support wildlife across the Pensacola and Perdido Bays watersheds.
6	Restore and conserve fish and wildlife by coordinating monitoring and conservation efforts across the Pensacola and Perdido Bays watersheds.

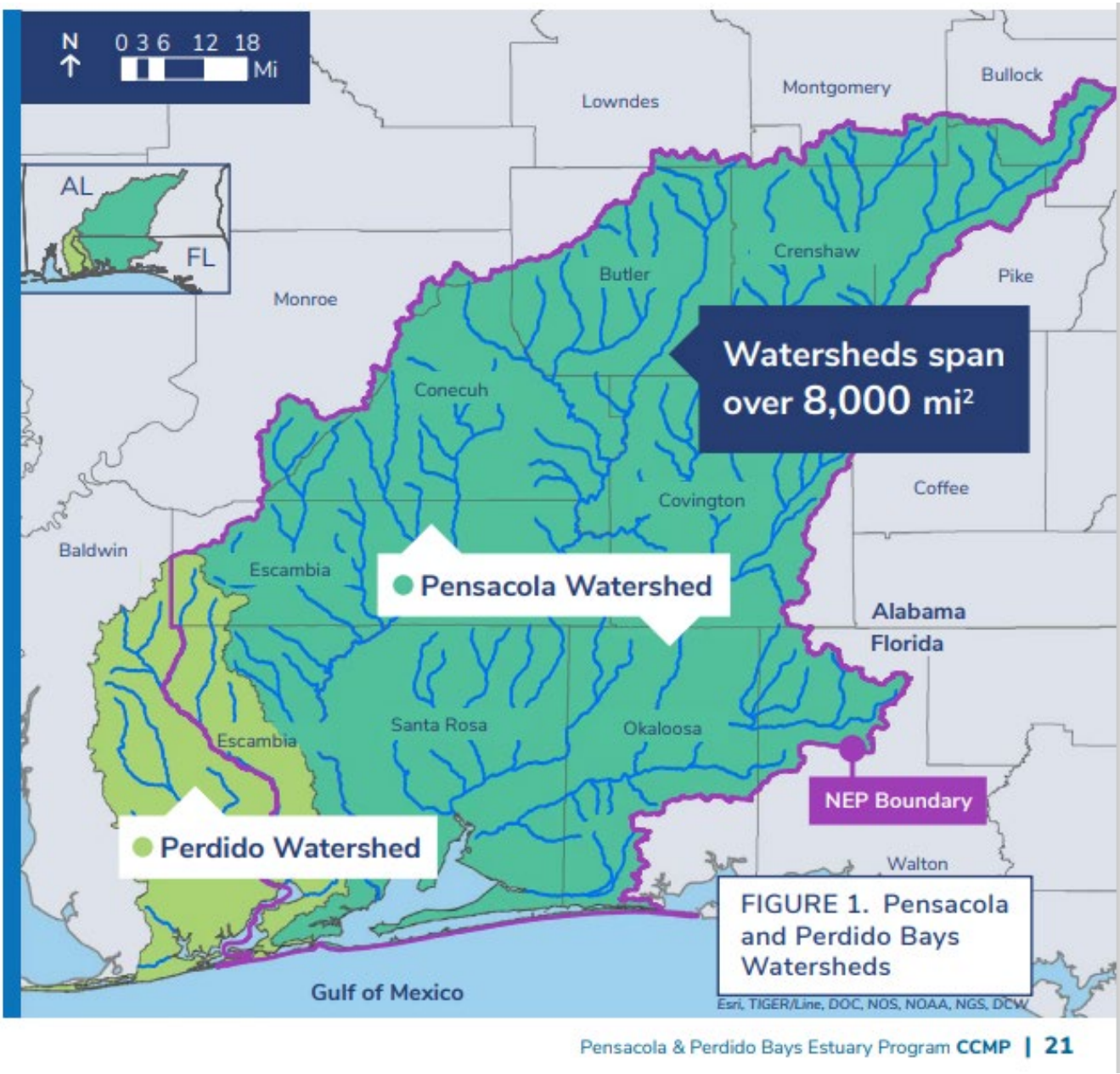


Figure 5 | Pensacola & Perdido Bays Estuary Watershed

Table 33 | Pensacola & Perdido Bays Estuary Program Referenced Plans

ENTITY	PLAN
Alabama Department of Conservation and Natural Resources; Alabama Department of Environmental Management	2013–2018 Alabama Coastal Area Management Program Strategic Plan.
Baldwin County	2013 Baldwin County Master Plan.
Bay Area Resource Council	2005 Pensacola Bay Watershed Management Plan.
Deepwater Horizon Oil Spill Natural Resource Damage Assessment	2017 Strategic Framework for Oyster Restoration Activities.
Escambia County	2022 Carpenter Creek / Bayou Texar Watershed Management Plan.
	2015–2030 Comprehensive Plan.
Florida Department of Agriculture and Consumer Services; Florida Forest Service	2013 Ten-Year Resource Management Plan for the Blackwater River State Forest (Santa Rosa and Okaloosa Counties).
Florida Department of Environmental Protection	2020 Fort Pickens Aquatic Preserve Management Plan.
	2018 Big Lagoon State Park, Tarkiln Bayou Preserve State Park, and Perdido Key State Park Multi-Unit Management Plan.
	2016 Blackwater River State Park Unit Management Plan.
	2022 Yellow River Marsh Preserve State Park Approved Unit Management Plan.
	2011 Bayou Chico Basin Management Action Plan.
Florida Fish and Wildlife Conservation Commission	2020 A GIS Assessment of Florida's Aquatic Resources: A Framework for Restoration and Management.
	2018 Florida's Freshwater Priority Resources: A Guide for Future Management.
Gulf Coast Ecosystem Restoration Council (RESTORE Council)	2022 Comprehensive Plan.
	2019 Planning Framework.

ENTITY	PLAN
Gulf of Mexico Alliance	2021–2026 Governor's Action Plan IV for Healthy and Resilient Coasts.
Longleaf Alliance	2018–2022 SoLo-ACE Longleaf Partnership Conservation Plan.
	2009 Range-Wide Conservation Plan for Longleaf Pine.
Mobile Bay National Estuary Program	2022 Gulf Frontal Watershed Management Plan (lower Perdido Bay).
	2020 Wolf Bay Watershed Management Plan.
National Oceanic and Atmospheric Administration	National Coastal Zone Management Program Strategic Plan 2018–2023.
National Park Service; U.S. Department of the Interior	2014 Gulf Islands National Seashore (Florida and Mississippi) General Management Plan.
National Wildlife Federation	2020–2025 Gulf Program Strategic Plan.
Northwest Florida Water Management District	2019 Region II Regional Water Supply Plan.
	2019 Strategic Water Management Plan.
	2018 Districtwide Water Supply Assessment.
	2017 Pensacola Bay System Surface Water Improvement and Management (SWIM) Plan.
	2017 Perdido River and Bay SWIM Plan.
The Nature Conservancy	2021 Oyster Fisheries and Habitat Management Plan for the Pensacola Bay System.
	2014 Pensacola Bay Community-Based Watershed Plan.
	2014 Perdido Bay Community-Based Watershed Plan.
Santa Rosa County	2040 Comprehensive Plan.
U.S. Environmental Protection Agency	2020 National Water Reuse Action Plan: Collaborative Implementation.

2.7.15 Carpenter Creek and Bayou Texar Watershed Management Plan

Escambia County has developed the Carpenter Creek and Bayou Texar Watershed Management Plan (2022)[46] to address legacy impairment to the 10 square mile Carpenter Creek drainage basin in south central Escambia County. The plan identifies actionable projects of relevance to the overall transportation network including water quality and runoff. Goals are listed in **Table 34**.

Table 34 | Carpenter Creek and Bayou Texar Watershed Management Plan

ITEM	GOALS
1	Manage water quantity and improve water quality for a safer and healthier environment.
2	Protect, enhance, and restore fish and wildlife habitats for a more vital ecosystem.
3	Expand public access and recreational opportunities for learning and fun.
4	Build more equitable and resilient communities in the face of a changing climate.
5	Connect residents to their watershed and waterways for stewardship and conservation.

2.7.16 Re-Imagine Jackson Street

The City of Pensacola and Escambia County partnered to develop a Vision for West Jackson Street along this gateway east/west corridor that connects downtown Pensacola and the western portion of Escambia County. The goal of the effort is to develop an implementable master plan for the corridor. This Corridor Plan is included because it crosses jurisdictions of the City of Pensacola and Escambia and is therefore more of a regional plan rather than a project-specific corridor plan.

The project Vision is stated:

> *In 10 years, Jackson Street will be an east-west gateway between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have an internationally diverse community fabric with enhanced transportation and upgraded utility infrastructure. It will have vibrant community nodes, including local businesses, community gathering places, and recreational spaces. People of all ages and abilities can safely and conveniently walk, bike, or ride on this street.*

[46] https://myescambia.com/docs/default-source/upload/carpenter-creek-bayou-texar-watershed-management-plan.pdf?sfvrsn=db6b8969_1

2.7.17 Consortium Consolidated Plan (Housing)

The Escambia Consortium, comprised of Escambia County, the City of Pensacola, and Santa Rosa County, develops the Escambia Consortium's 2024-25 Annual Housing and Community Development Plan.[47] The Plan defines recommendations regarding housing and community development needs, goals, and objectives to support priorities identified in the 2020-24 Consolidated Plan. Santa Rosa County is a member of the Escambia HOME Consortium together with Escambia County and the City of Pensacola in order to receive HOME Investment Partnerships Program funds from the U.S. Department of Housing and Urban Development (HUD) regarding Community Development Block Grant (CDBG) and Home Investment Partnerships Program (HOME) funds for affordable housing, including State Housing Initiatives Partnership (SHIP) program. The overall objectives are shown in **Table 35**. With respect to linking housing with the LRTP objectives, the Consortium's infrastructure goal includes the following objective in the Action Plan:

Public improvements include, but are not limited to, streets, sidewalks, water and sewer lines, fire hydrants, street lighting, and stormwater management. Projects will be prioritized in CRAs.

Table 35 | Consortium Consolidated Plan (Housing)

ITEM	PRIORITY GOALS
1	Affordable Housing
2	Public Services
3	Homeless Housing and Services
4	Public Improvements and Infrastructure
5	Public Facilities
6	Neighborhood Redevelopment
7	Economic Development

2.7.18 Escambia County Area Transit (ECAT)

Escambia County Area Transit (ECAT) has conducted a 10-year Transit Development Plan (TDP) major update to support the development of a safe and efficient transit system in Escambia County over a 10-year planning horizon. The TDP is also being updated on a cycle consistent with this LRTP update. The TDP defines transit needs and a plan to meet both short-term and long-term transit goals (**Table 36**). Specific recommendations of the TDP are being further examined by a Comprehensive Operational Analysis (COA). The ECAT TDP Guiding Principles (**Figure 6**) are Safety, Community, Efficiency, Customer Service, Connectivity, and Reliability.

[47] https://myescambia.com/our-services/neighborhood-human-services/neighborhood-enterprise/plans-and-reports

Table 36 | ECAT Goals

ITEM	GOALS
1	Safety and Efficiency through maintaining a state of good repair of the transit system.
2	Ridership - Improve ridership by ensuring that services are reliable, efficient and connected.
3	Improve Customer Service & Community Support.
4	Expanding the System to maximize community benefits through increased mobility options and service equity.
5	Partnerships - Continue to seek new and expand existing partnerships to support transit ridership growth and diversify transit service options.
6	Technology/Services - Identify opportunities to pursue and implement transit technology options where needed.



Figure 6 | ECAT Guiding Principles

The TDP further examines each Goal with implementing Objectives, Strategies and Key Performance Indicators. The Objectives are listed below. Strategies and Key Performance Indicators are listed in Section 2 of the ECAT TDP (incorporated by reference).

- Objective 1.1: Improve State of Good Repair (SGR) and adhere to those rules and guidelines set forth In the Transit Asset Management Plan (TAM).
- Objective 1.2: Improve passenger and pedestrian safety especially near bus stops.
- Objective 2.1: Create a highly interconnected multimodal transit system to link housing to employment, education, and retail opportunities.
- Objective 2.2: Increase connections and transfer opportunities between routes.
- Objective 2.3: Improve access for the transit-dependent to ensure ADA Compliance.
- Objective 3.1: Develop a Community Involvement Plan to obtain input on transit planning processes from area stakeholders.
- Objective 3.2: Develop a marketing strategy that increases transit awareness for both current and potential riders.
- Objective 3.3: Identify areas of improvement for existing customers based on continuous feedback.
- Objective 3.4: Improve the functionality of the ECAT website and ECAT Tracker Application for ease of use through real-time, accurate public traveler information, and enhanced coordination.
- Objective 4.1: Implement extended Saturday and Sunday services.
- Objective 4.2: Identify and Improve frequency on top 5 high demand routes.
- Objective 4.3: Develop a plan to evaluate congestion measures to increase the efficiency of future projects.
- Objective 5.1: Partner with local stakeholders including businesses, schools, and colleges/universities and other strategic partners within the community to collect feedback and refine their transit needs.
- Objective 5.2: Pursue regional transportation needs with surrounding counties and other public and private providers to develop a cohesive link between transit services in the Pensacola Urbanized Area.
- Objective 5.3: Engage Local Media Outlets to increase awareness of existing and future projects.
- Objective 6.1: Pursue technology improvements to collect real time passenger data and improve internal controls for collection, processing, and sharing.
- Objective 6.2 Pursue projects that support the integration of existing and future/emerging technologies into the current system.

2.7.19 Florida Wildlife Corridor

Defined by the Florida Wildlife Corridor Act, the Florida Wildlife Corridor (**Figure 7**) is a geographically defined area comprised of over 18 million acres; 10 million acres are protected conservation lands. The Florida Wildlife Corridor Act is a continuation of the extensive collaborative landscape conservation work in the state as well as recent, concerted efforts and partnerships, such as through Florida Fish and Wildlife Conservation Commission (FWC), the Florida Wildlife Corridor Foundation, and many partner working groups across the state. The Florida Ecological Greenways Network (FEGN) provides the scientific foundation for the Florida Wildlife Corridor which is based on FEGN Priorities 1-3. The corridor is mapped by the University of Florida Center for Landscape Conservation Planning. [48]

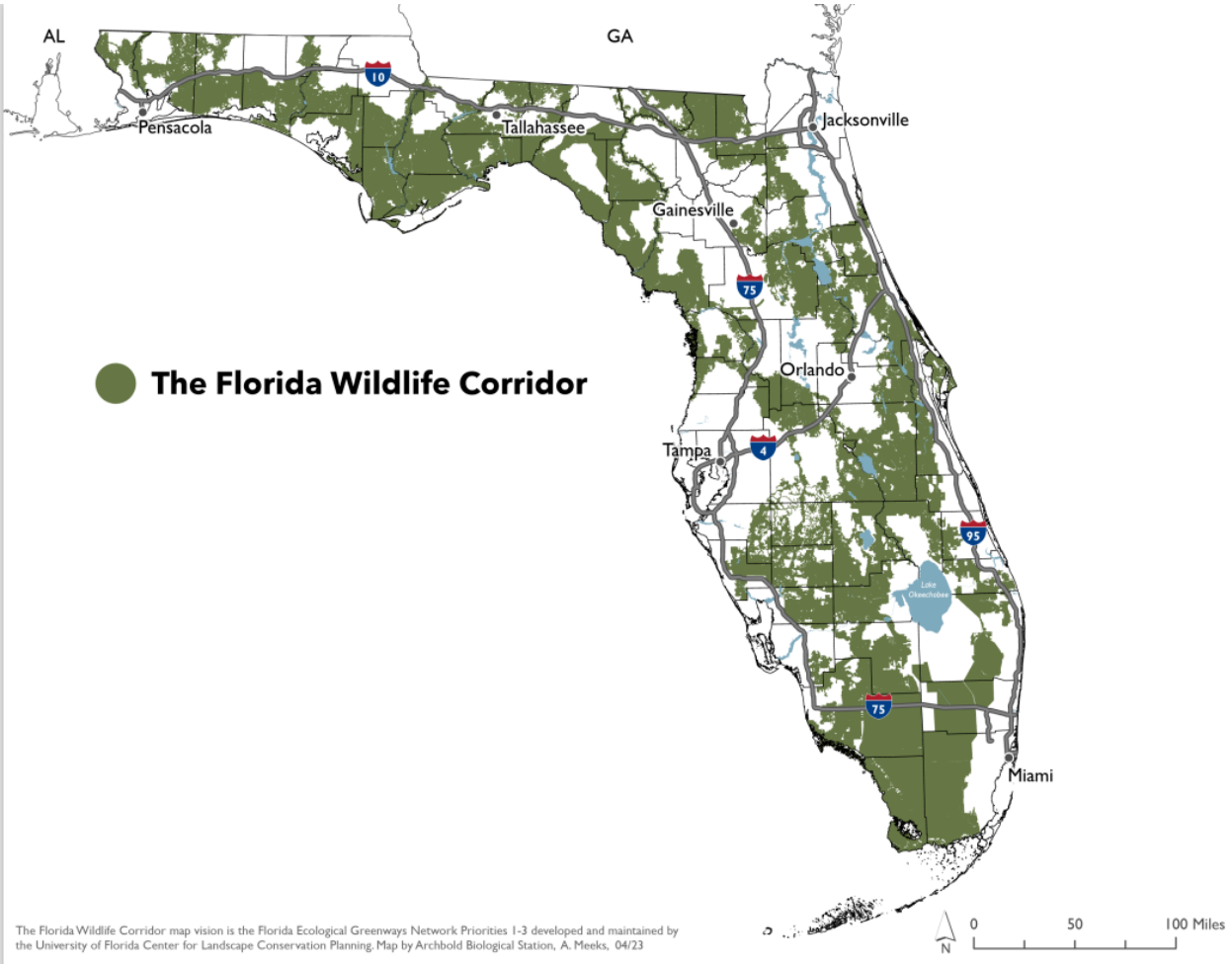


Figure 7 | Florida Wildlife Corridor

[48] https://experience.arcgis.com/experience/27b8d8cd961c4f5091655c52c74d3ada/page/Page/

2.8 Military and Federal Land Management Plans

2.8.1 Naval Air Station Pensacola Compatible Use Study (December 2023)

The Naval Air Station (NAS) Pensacola Compatible Use Study is a collaborative planning effort between Escambia County, the City of Pensacola, the City of Gulf Breeze, state and federal agencies, the general public, and other stakeholders. The purpose of the study is to enhance compatible land use, resiliency, and environmental protection while fostering economic growth and development in areas surrounding NAS Pensacola.[49] The Compatible Use Study seeks to mitigate existing and future land use conflicts and resource competition between the military bases and surrounding communities. The NAS Compatible Use Study updates the 2003 Joint Land Use Study. Goals of the Compatible Use Study are identified in **Table 37**. With respect to regional planning overlays, the Compatible Use Plan establishes Airfield Safety Zones, noise contours, the Bird / Wildlife Aircraft Strike Hazard Relevancy Area, Accident Potential Zones, and Military Influence Areas.

With respect to transportation needs, the Compatible Use Study identifies:

- SR 173 Blue Angel Parkway capacity (Compatibility Assessment Item IE-1);
- Safety at the Main Gate and West Gate due to vehicle crashes (Compatibility Assessment Items RC-1, RC-2);
- Safer access to Corry Station (Compatibility Assessment Item CR-1); and
- Controls for stormwater retention ponds within the Bird / Wildlife Attractant Land Use Relevancy Area (Compatibility Assessment Item SA-2).

Table 37 | Naval Air Station Pensacola Compatible Use Study

GOAL	OBJECTIVES
The primary goal of the Compatible Use Study is to gather and evaluate information to reduce potential future land use and resource conflicts between NAS Pensacola and surrounding communities and enhance environmental preservation while accommodating new compatible growth and economic development.	**Understanding**. Bring together community and military representatives to discuss compatibility issues in an open forum considering community and military perspectives and needs.
	Collaboration. Encourage cooperative, coordinated land use and resource planning among the military and surrounding communities so that incompatible community growth and development can be avoided and ways of reducing operational impacts on lands in the Compatible Use Study Area can be identified.
	Actions. Provide a set of mutually supported tools, activities, and procedures for local jurisdictions, agencies, the military, and other stakeholders to implement appropriate recommendations developed during the Compatible Use Study.

[49] https://naspcus.com/

2.8.2 ECRC Military Installation Resilience Review

ECRC is undertaking the Emerald Coast Military Installation Resiliency Review (MIRR) with the intent to strengthen and preserve military readiness, capabilities, and operability for our region's military installations. The Emerald Coast MIRR will work with our area military installations to create a comprehensive strategy to address and mitigate risks at the installation level and in the surrounding communities that may impair the operational utility of military missions or impact available resources at the following area military installations: Eglin Air Force Base, Hurlburt Field, Naval Air Station Pensacola, Naval Air Station Whiting Field, Naval Support Activity Panama City, Tyndall Air Force Base. These locations are shown in **Figure 8.**

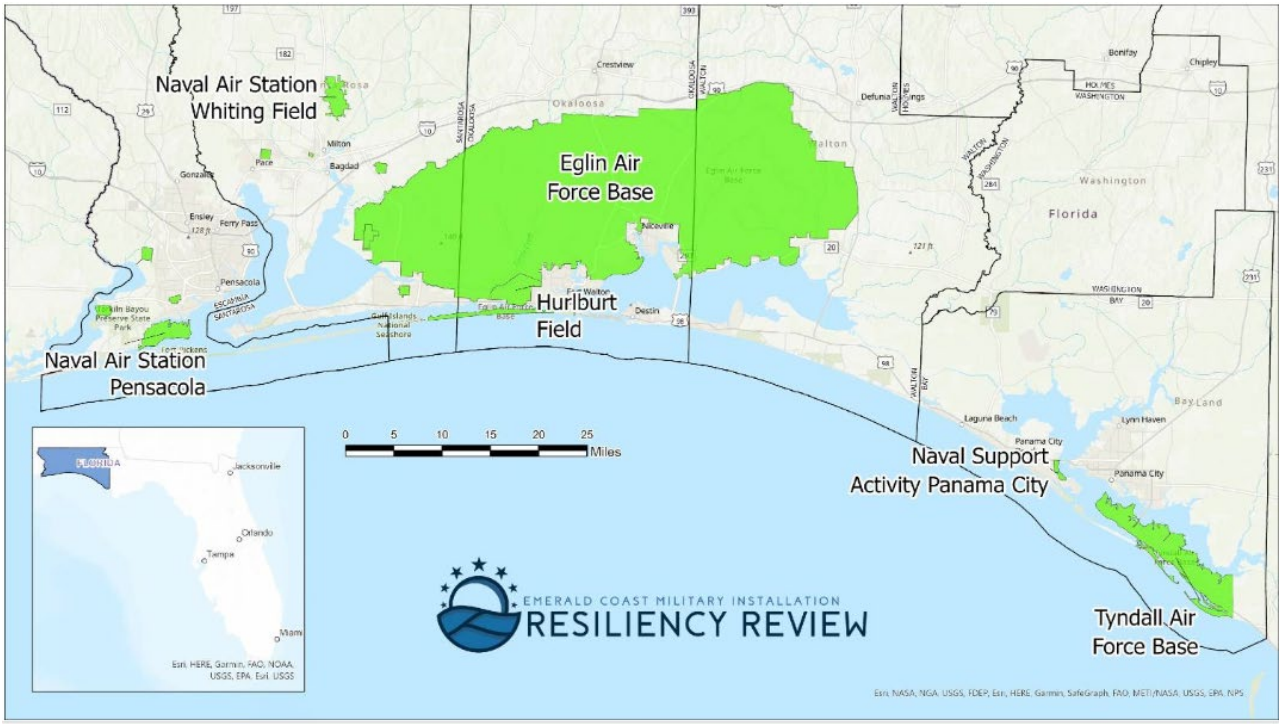


Figure 8 | ECRC Military Installation Resilience Review

As the MIRR develops and becomes finalized, specific projects and actions will be incorporated into the 2050 Needs Plan. Partnerships continue with the TPO to highlight transportation needs. For example, on April 10, 2024, Col. Kristen Wood, USAF AFSOC 1 SOMSG/CC, addressed the FL-AL TPO Board regarding needs for consistent and reliable transportation along US 98 to Hurlburt Field. Transportation delays directly affect mission readiness at Hurlburt Field for their Crisis Response mission element to generate and deploy aircraft and personnel in response to global crisis events. Hurlburt Field and Eglin AFB continue to partner with the FL-AL TPO, Okaloosa-Walton TPO, Santa Rosa County, and Okaloosa County, to develop solutions and alternative access options for Hurlburt operations. Specific projects will be referenced in the Needs Plan.

2.8.3 Eglin Air Force Base Joint Land Use Study

Eglin Air Force Base manages the Eglin Reservation for tenants including Hurburt Field, Choctaw Field, and other areas. A portion of the Eglin Reservation is within the FL-AL TPO planning area and includes both Choctaw Field and Hurlburt Field. The Eglin Test and Training Complex also extends over a significant portion of the Gulf of Mexico. The overwater range is composed of Air Force controlled warning areas and adjacent Navy controlled warning areas. Traffic coordination along US 98 is coordinated with both Eglin and Hurlburt Field at the TPO level for both FL-AL TPO and O-W TPO. Eglin and Hurlburt operate under a Joint Land Use Study (JLUS) that encourages cooperative land use planning between military installations and the adjacent communities so that future community growth and development are compatible with the training and operational missions of the installation (June 2008). The Eglin JLUS identifies primary goals (**Table 38**).

Table 38 | Eglin AFB JLUS Goals

ITEM	GOALS
1	Involve local cities and counties within the project study area that will include portions of Okaloosa, Santa Rosa, and Walton Counties.
2	Protect the health, safety and welfare of the civilian and military communities.
3	Identify appropriate regulatory and non-regulatory measures to ensure compatibility between existing and future land uses.
4	Increase communication and cooperation between Eglin AFB and neighboring counties.
5	Protect and promote the present and future operational capabilities of Eglin's areas.

2.8.4 Eglin Air Force Base Installation Natural Resources Management Plan

Other management plans on the Eglin reservation include the Installation Natural Resources Management Plan (INRMP) used to guide and direct all activities related to natural resources management on the installation in cooperation with the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. This successful inter-agency partnership has resulted in close collaboration to realize both Eglin mission goals, and species protection, most notably realized by the U.S. Fish and Wildlife Service and Eglin in a multi-year collaboration to de-list the Okaloosa Darter from the federal list of endangered and threatened species [FWS-R4-ES-2021-0036].[50] This change of listing has direct implications for specifically for road and bridge construction projects by FDOT crossing the Eglin reservation. As part of the INRMP, the Eglin Reservation is also managed for recreation and hunting in partnership with the Florida Fish and Wildlife Conservation Commission. Public access, including access to the regional trail network such as the Florida National Scenic Trail, is managed daily in accordance with the Outdoor Recreation, Hunding, and Freshwater Fishing Map (**Figure 9**).[51]

[50] https://www.fws.gov/press-release/2023-06/service-delists-okaloosa-darter
[51] https://eglin.isportsman.net/files/Maps%2FFY24RECMAP_LRG_20230720.pdf

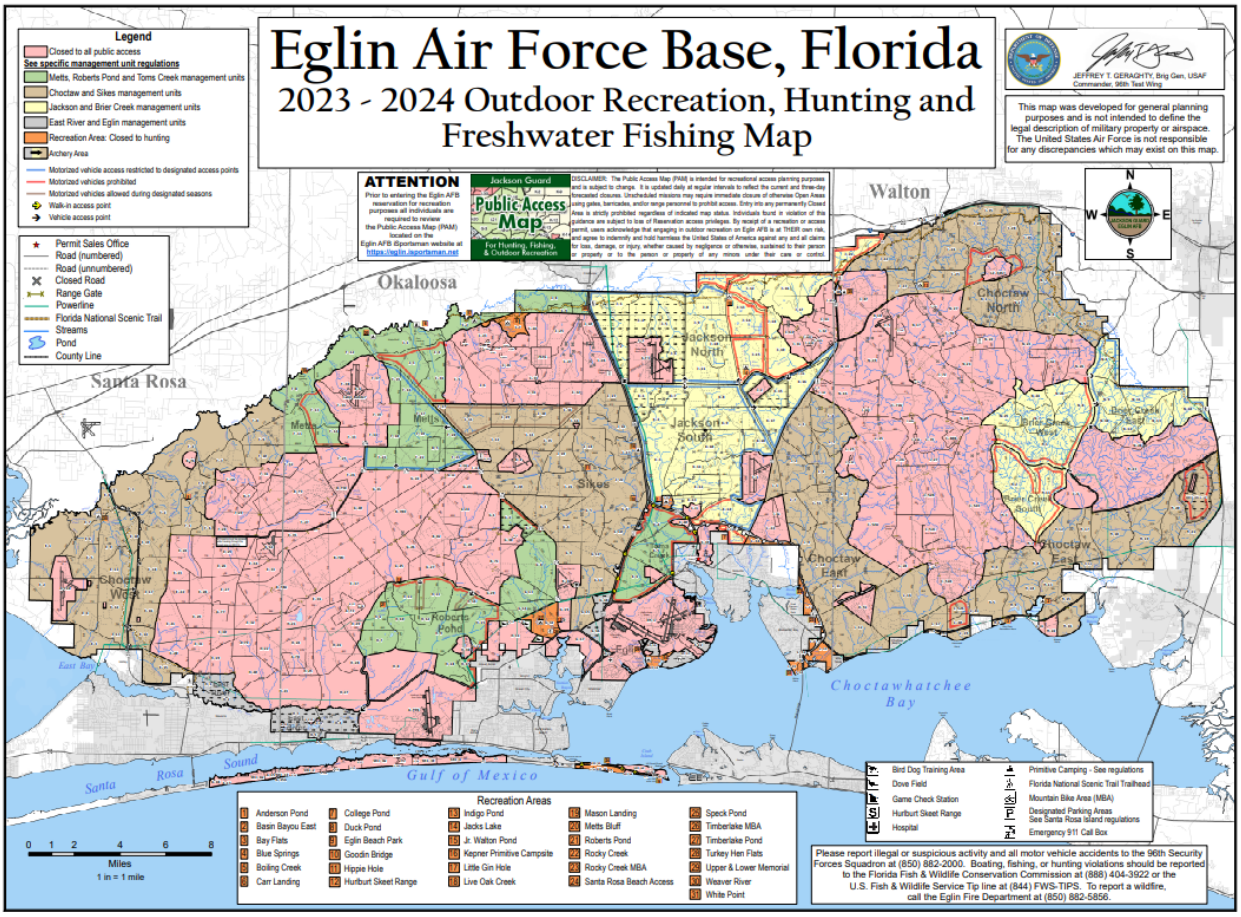


Figure 9 | Eglin Recreation Map

2.8.5 Eglin Air Force Base Air Installations Compatible Use Zone

The Air Installations Compatible Use Zone (AICUZ) Study (June 2018)[52] defines compatible land use planning factors for operations on Eglin Air Force Base including operations for Duke Field and Naval Outlying Landing Field (NOLF) Choctaw. The Department of Defense (DoD) established the AICUZ Program to promote proactive, collaborative planning for compatible development to sustain mission and community goals. The AICUZ Program recommends that noise levels, Clear Zones, Accident Potential Zones, and flight clearance requirements associated with military airfield operations be incorporated into local community planning programs in order to maintain the airfield's operational requirements while minimizing the impact to residents in the surrounding community.

[52] https://www.eglin.af.mil/Portals/56/documents/eglin_docs/AICUZ.pdf?ver=OeNq-c60Gl9CBJjPf6bWCw%3d%3d

2.8.6 Whiting Field (Santa Rosa County) Joint Land Use Study

Santa Rosa County prepared a Joint Land Use Study (September 2003) for operations associated with Peter Prince Airport, Naval Air Station Whiting Field, and the six Outlying Landing Fields: Spencer, Harold, Santa Rosa, Choctaw, Holley, and Pace. The stated goals are presented in **Table 39**.

Table 39 | Whiting Field (Santa Rosa County) JLUS Goals

ITEM	GOALS
1	Protect the health, safety, and welfare of the civilian and military communities near Peter Prince Field, NAS Whiting Field North and South, and the Navy Outlying Landing Fields (NOLFs) Spencer, Harold, Santa Rosa, Choctaw, Holley, and Pace.
2	Identify and update appropriate regulatory and non-regulatory measures to ensure compatibility between existing and future land uses at these installations.
3	Increase communication and cooperation between these installations and Santa Rosa County.
4	Protect and promote the present and future operational capabilities of these installations.

The Joint Land Use Study establishes Accidental Potential Zones, Clear Zones, Noise Level Contours, and identifies potential land use conflicts. Since development of the JLUS, Santa Rosa County continues to actively partner with state and federal agencies to protect and preserve land use around Whiting Field through various initiatives such as the Northwest Florida Sentinel Landscape, the U.S. DoD Readiness and Environmental Protection Integration Program (REPI),[53] and various partnerships with the U.S. Fish and Wildlife Service, the Florida Fish and Wildlife Conservation Commission, the Florida Department of Environmental Protection, the Florida Division of State Lands, Florida Forever, the Florida Forest Service, The Trust for Public Land, Audubon Florida, and the Nature Conservancy. Since 2005, Santa Rosa County and Whiting Field have partnered together to protect more than 14,000 acres around Whiting Field to buffer the installation from encroachment. [54]

[53] https://www.repi.mil/Portals/44/Documents/Buffer_Fact_Sheets/Navy/NASWhitingField.pdf

[54] https://www.pnj.com/story/news/local/pace/2024/01/15/santa-rosa-land-purchase-to-protect-whiting-field-enhance-recreation/72159932007/

2.8.7 Northwest Florida Sentinel Landscape

The Northwest Florida Sentinel Landscape[55] (**Figure 10**) encompasses rural and agricultural lands, iconic longleaf pine forests, threatened and endangered species habitat and all northwest Florida's military installations including Eglin Air Force Base (AFB), Tyndall AFB, Naval Air Station (NAS) Pensacola, NAS Whiting Field, Naval Support Activity Panama City, Eglin Gulf Test and Training Range, Hurlburt Field, Saufley Field, and Corry Station. These nine Department of Defense installations and ranges are integral to military training, weapons testing, special operations, joint cyber warfare and aviation pilot training for Air Force, Navy, Marine Corps and Coast Guard. The Northwest Florida Sentinel Landscape aims to enable collaborative efforts and provide greater access to funding assistance from federal, state, and local governments and private sector programs. These programs will be employed toward military mission assurance, restoring and increasing resiliency and sustainability of habitat and water resources, retaining working agriculture and forest lands as compatible, resilient, and sustainable land uses; mitigating coastal risks, and increasing the climate resilience of military installations and the landscapes that overlap mission footprints. One of the primary goals of the Northwest Florida Sentinel Landscape is to retain these working agricultural lands in their current state by accelerating outreach, technical assistance, and financial incentive efforts while being responsive to the diverse needs and motivations of working landowners. As a coastal landscape, the Northwest Florida Sentinel Landscape faces increasing climate-related risks such as coastal erosion, flooding, and extreme storms, which can exacerbate existing natural resource and encroachment concerns. To increase the landscape's resiliency, mitigate coastal risks, and better adapt to the changing climate, the Northwest Florida Sentinel Landscape partners and stakeholders are working towards conserving and restoring habitat and water resources with an emphasis on listed species recovery, prescribed fire, and water quality and quantity to enhance the resilience of the landscape.

2.8.8 Great American Defense Community

NAS Pensacola and NAS Whiting Field, were named to the 2021 Class of Great American Defense Communities, of the Association of Defense Communities. The communities recognized by the Great American Defense Communities program demonstrate exemplary work in improving the quality of life of military personnel and their families through programs, initiatives and partnerships in their regions. While not a specific plan, the designation reflects the importance of the community / military partnerships in this region and further supports the continued emphasis on military planning with the region community planning efforts.

[55] https://sentinellandscapes.org/landscapes/northwest-florida/

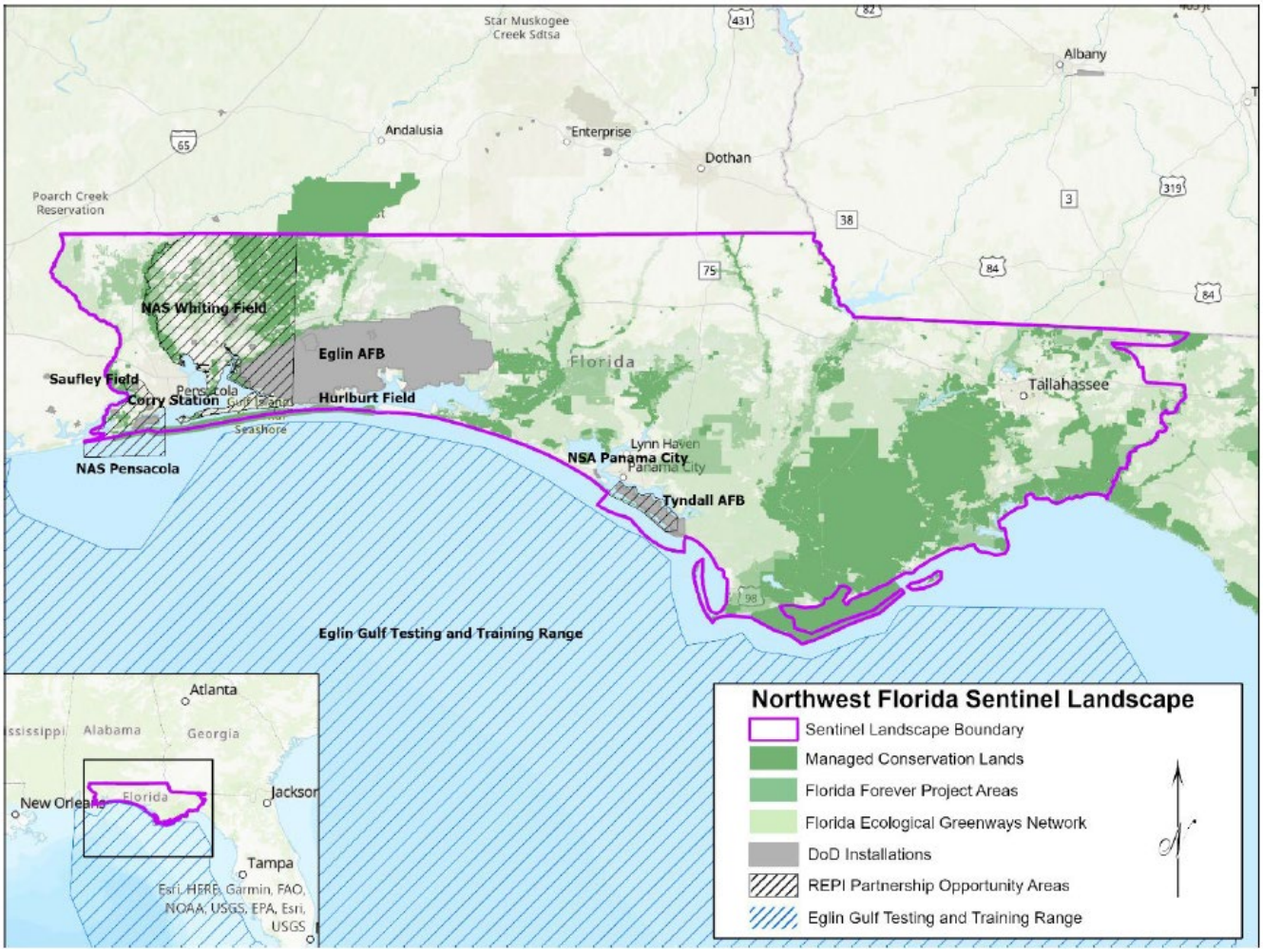


Figure 10 | NWFL Sentinel Landscape

2.8.9 National Park Service Gulf Islands National Seashore

The National Park Service (NPS) has developed the *Gulf Islands National Seashore Final General Management Plan / Environmental Impact Statement* (July 2014) [56] to guide management and policy decisions. The Gulf Islands National Seashore was established by the U.S. Congress on January 8, 1971. As part of the national park system, the national seashore consists of two mainland and four barrier island portions in the northwest section of Florida's panhandle (**Figure 11**) and another mainland section and six barrier islands in Mississippi. The plan identifies broad planning issues and concerns including: preserving coastal ecosystems, enhancing public access, storm recovery and sustainability, acquisitions, oil and gas development, Deepwater Horizon Oil Spill incident, and climate change. With respect to this FL-AL LRTP, goal and objectives are linked to both preservation of coastal ecosystems and enhancing public access.

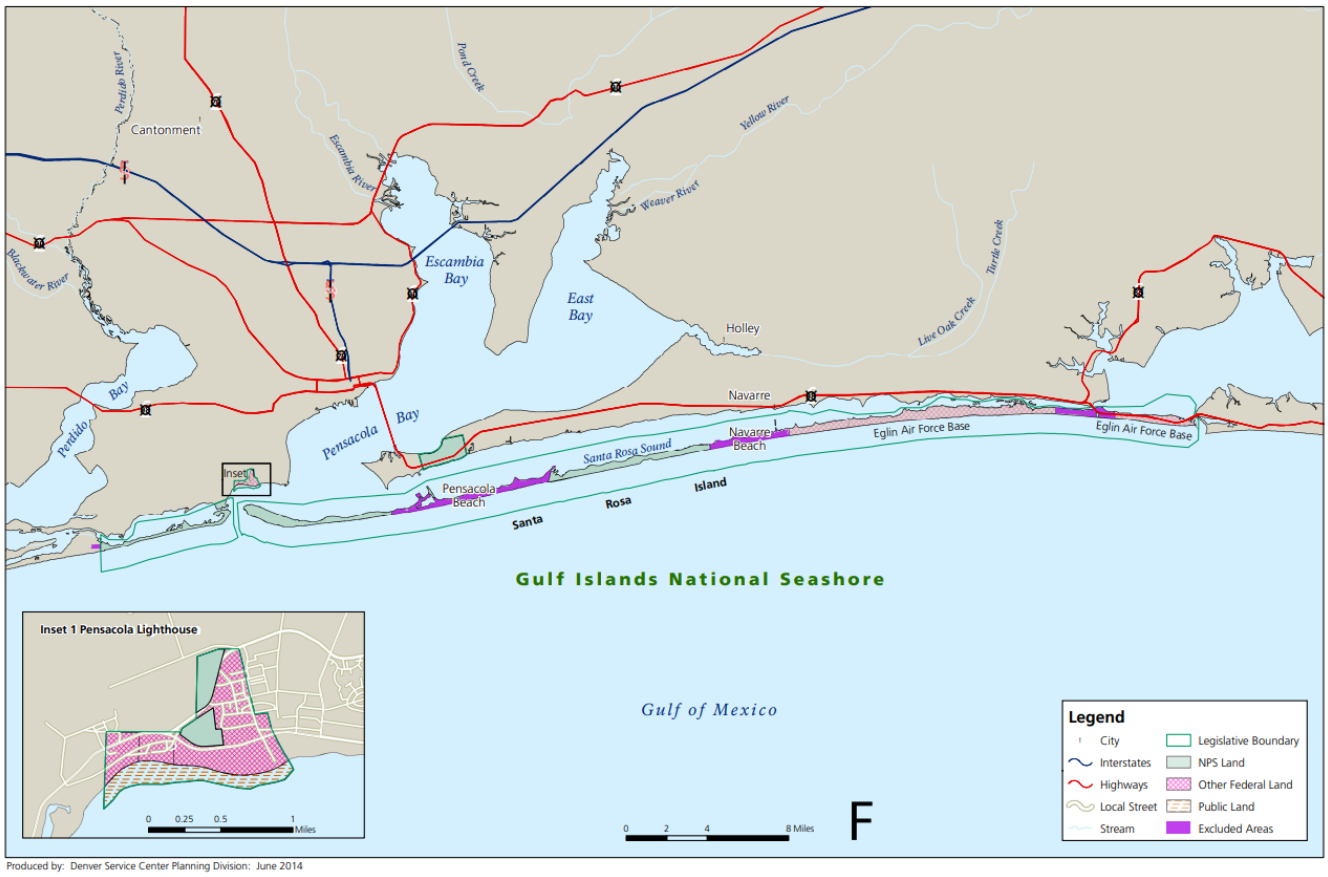


Figure 11 | Gulf Islands National Seashore (FL)

[56] https://www.nps.gov/guis/learn/management/upload/Gulf-Islands-GMP-EIS-JULY-2014.pdf

Since issuance of the General Management Plan, NPS has continued to evaluate needs on the Gulf Islands National Seashore and actively manages park and road closures with weather system notifications. NPS has continued to study the primary roadway linkages including J. Earl Bowden Way (CR 399) and Fort Pickens Road with a Resiliency / Feasibility Study (March 2022).[57] Portions of these roadways sustain repeated storm damage and prolonged flooding after storm events. NPS is evaluating design changes that help maintain vehicular access while reducing road damage and resource impacts from storm events and making roadways more resilient. Even minor storms result in road closures on J. Earle Bowden Way and/or Fort Pickens Road at least six times per year with durations from a few hours to a few days. The resulting needed repairs often take several months to complete. The NPS road feasibility / engineering study will help determine if adjustments to problem areas (**Figure 12**) on these roadways are possible (e.g., changing the roadbed, relocating roadway segments, change construction techniques, etc.) and develop site-specific alternatives that improve the sustainability, resilience, and maintenance of pavement surfaces of those sites. The NPS has not initiated formal planning, identified a preferred direction, or pursued funding to implement any design options at this time and is soliciting input on the current design options.

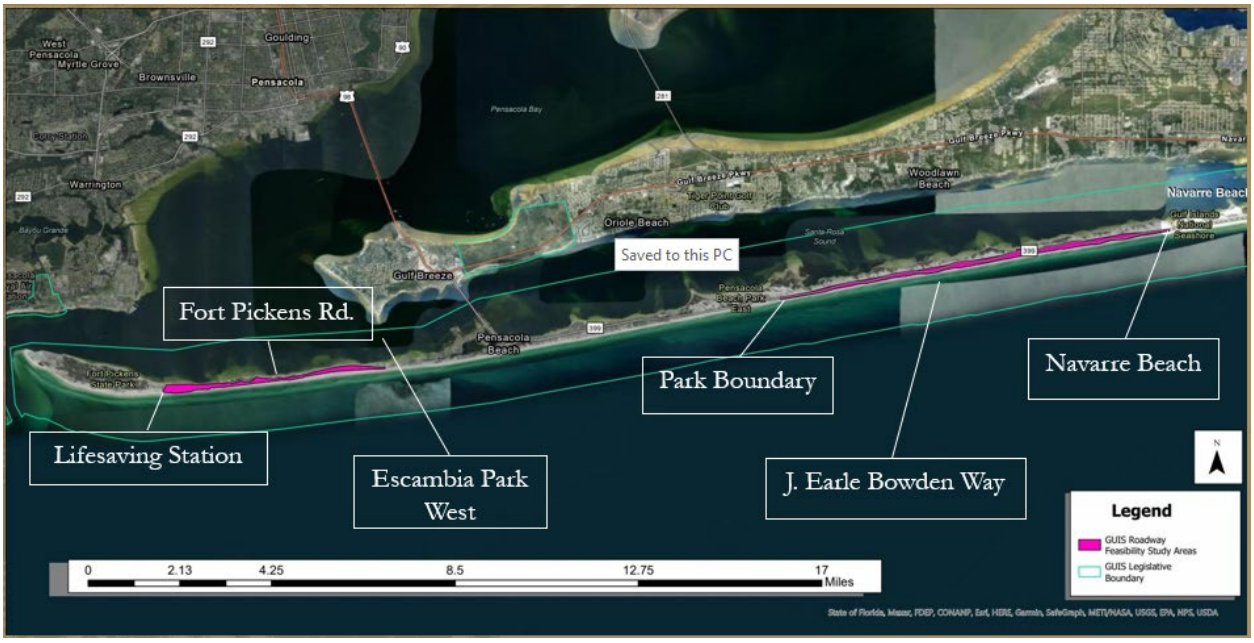


Figure 12 | Gulf Islands National Seashore (FL) Resiliency / Feasibility Study Project

[57] https://parkplanning.nps.gov/projectHome.cfm?parkID=384&projectID=97073

2.9 Local Plans

2.9.1 City of Pensacola Mayoral Transition Committee Report and Other Plans

The City of Pensacola's Mayoral Transition Committee developed a Transition Plan and recommendations for immediate and long-term goals for aspects of city operations. The 2023 Report included recommendations in the following topic areas:

- Attainable Housing;
- Citizen Engagement;
- Education;
- Employee Engagement and Culture;
- Environment;
- Measuring Performance;
- Finance;
- Livability;
- Military Relations;
- Public Safety; and
- Strategic Planning.

The focus area of Livability includes the recommendation: Question status quo on transportation infrastructure with an emphasis on context-sensitive design solutions for making appropriately scaled public rights-of-way social and economically vibrant places.

The City of Pensacola currently does not have a Strategic Plan, although one is under development as of early 2024. The City of Pensacola Community Redevelopment Agency (CRA) established the following CRA Plans applicable to transportation and land use planning:

- Urban Core (2010);
- Westside (2007);
- Eastside (2004); and
- Pensacola Inner City (1981).

City CRA Plans include linkages to affordable / attainable housing development options under consideration, including redevelopment of the former Baptist Hospital campus, which will be a significant land use change. Other City of Pensacola planning documents[58] include:

- SCAPE Pensacola Framework Plan (2019);
- West Main Master Plan (2019);
- West Moreno (2016);
- Main Street Corridor Management Plan (2015);
- Pensacola Historic District Master Plan (2004);
- Pensacola Waterfront Development Plan (2000);
- Hollice T. Williams Greenway Framework Plan (2022);
- West Cervantes Street Corridor Management Plan (2016);
- Port of Pensacola, Portside Pensacola (2019);
- Pensacola International Airport (PNS) Master Plan (2018); and
- Active Transportation Plan (2023).

While all of these plans have transportation linkages, the Active Transportation Plan is further discussed as the most recent transportation planning document.

[58] https://www.cityofpensacola.com/532/Planning-Documents

2.9.2 City of Pensacola Active Transportation Plan

The City of Pensacola completed the Active Transportation Plan (August 2023)[59] to guide mobility decisions with the vision to offer everyone safe mobility choices and access to opportunities. Guiding principles are listed in **Table 40.** The Plan also states the city's endorsement for Vision Zero: a safety vision to eliminate all transportation-related fatalities and serious injuries for all modes of travel. The Plan identifies the following recommendations to create the Active Transportation Plan network (**Figure 13**):

1. Design for target speeds;
2. Right size streets;
3. Get the crossings right;
4. Build the bicycle network; and
5. Create a comfortable and safe walk.

Table 40 | City of Pensacola Active Transportation Plan Guiding Principles

ITEM	GUIDING PRINCIPLES
1	**Put Safety First**: Identify solutions that make moving around safer and more comfortable and push for zero fatalities.
2	**Connect People and Places**: Improve access and promote placemaking through meaningful projects that fill gaps in the network.
3	**Access for All:** Consider everyone's needs when developing solutions.
4	**Add Mobility Options:** Focus on opportunities that are feasible, provide quality aesthetics, and build on past efforts.

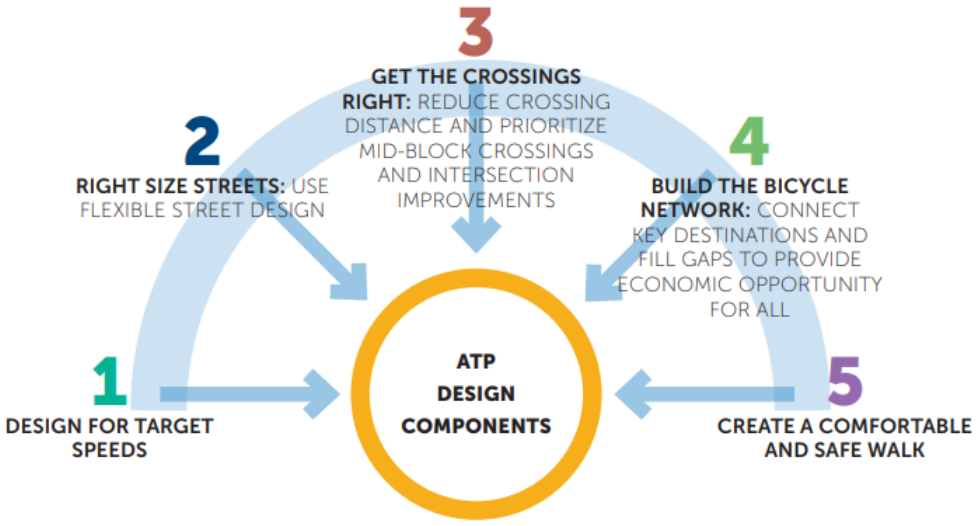


Figure 13 | City of Pensacola Active Transportation Plan Design Components

[59] https://www.cityofpensacola.com/DocumentCenter/View/25608/Pensacola-ATP-Document_08312023_Final

2.9.3 City of Milton Comprehensive Plan

The City of Milton Comprehensive Plan was last updated in 2021.[60] The Comprehensive Plan is the City's roadmap for future change and growth and details how the City will accommodate future population and employment growth. The purpose of the Transportation Element is to coordinate transportation planning with the ECRC Long Range Transportation Plan. The goal of the Transportation Element is: *Provide a safe and efficient transportation circulation system for all residents and visitors to the City of Milton.*

2.9.4 City of Gulf Breeze Strategic Plan

The City of Gulf Breeze 2020-2025 Strategic Plan[61] was developed to be a resilient community based on five keystones: Responsible City Government; Infrastructure; Quality of Life; Local Economy; and Neighborhoods. Gulf Breeze has prioritized multi-modal transportation projects to connect neighborhoods, including low-speed vehicles, and has expanded its trail network.

2.9.5 City of Orange Beach Transportation Master Plan

The City of Orange Beach Transportation Master Plan was adopted in August 2022 to provide a vision for the community and transportation facilities necessary to maintain a high level of mobility throughout the city. The overall objective is to enhance local traffic flow and connectivity. Specific goals and objectives are not identified.

2.9.6 City of Orange Beach Community Preservation and Growth Management Plan

The City of Orange Beach 2020-2035 Community Preservation and Growth Management Plan was adopted in March 2020.[62] The overall mission is: *to enhance and protect the economic, educational, social and environmental qualities of our city by providing the appropriate and expected municipal services that enrich the quality of life for our residents and guests*. An implementing recommendation is to: *Continue to require, maintain and promote a safety and efficient transportation network in future developments.*

2.9.7 South Santa Rosa Bicycle-Pedestrian Plan

The South Santa Rosa Bicycle-Pedestrian Plan (May 2015)[63] was developed in partnership between the West Florida Regional Planning Council (now, ECRC) and Santa Rosa County to develop bicycle-pedestrian master plan for the unincorporated area of southern Santa Rosa County. This plan incorporates bicycle and pedestrian improvements, both identified and existing, and promotes connectivity between the systems while seeking to improve overall bicycle and pedestrian safety along the US 98 corridor. This plan synthesizes the various bicycle and pedestrian activities related to multi-modal mobility, quality of life, tourism promotion, safety, connectivity, health, education, and environmental concerns. It identifies 18 segments of two recreational loops, detailing needed projects and status of pending projects, as

[60] https://www.miltonfl.org/314/Comprehensive-Plan
[61] https://online.pubhtml5.com/ygar/pndz/#p=1
[62] https://www.orangebeachal.gov/DocumentCenter/View/251/2020-to-2035-Community-Preservation-and-Growth-Management-Plan-PDF
[63] http://www.wfrpc.org/TA/SSRBPP_Final_Plan.pdf

well as recommends eight strategies to further objectives. The broad goals and objectives are summarized in **Table 41**.

Table 41 | South Santa Rosa Bicycle-Pedestrian Plan

ITEM	GOALS AND OBJECTIVES
1	Provide a mapped bicycle loop route and/or grid that is both an alternative to automobile travel on US 98 as well as a quality of life and tourism enhancing recreational route.
2	Analyze existing bicycle/pedestrian plans to determine priorities based on identified goals and appropriate linkages.
3	Integrate transportation and land use decisions and identify funding strategies for the development of the plan.

2.9.8 Pensacola Beach Master Plan

The Santa Rosa Island Authority and Escambia County prepared a Master Plan for Pensacola Beach in 2010 to review and resolve issues related to entry to the beach, the toll booth facilities, traffic, parking, pedestrian access, water ferry transportation, landscape, lighting, nature-based tourism, and signage. **Table 42** summarizes the Planning Components and Program Goals.

Table 42 | Pensacola Beach Master Plan

ITEM	PLANNING COMPONENTS AND PROGRAM GOALS
1	Develop an entry statement.
2	Establish a safe, friendly pedestrian environment.
3	Re-work traffic circulation and parking.
4	Examine opportunities for water-based transportation and entertainment, outdoor recreation, and eco-tourism activities, entertainment and special events / programs and overall beautification and character enhancement.
5	Maintain the unique identify of Pensacola Beach.
6	Enhance aesthetic quality and beautification.
7	Increase public access to the waterfront.
8	Understand the carrying capacity for the beach.
9	Focus on transportation, specifically, transportation or mobility items associated with circulation, congestion, and parking shortage / need vs. parking reallocation.

2.9.9 Pensacola Beach Congestion Management Plan

The Santa Rosa Island Authority and Escambia County developed the Pensacola Beach Congestion Management Plan (May 2017) for a long-term congestion management strategy for Pensacola Beach and its immediate vicinity. [64] Short-term design / construction projects were identified. Long-term congestion project alternatives were identified focusing on roundabout options. Broad long-term goals are listed in **Table 43**.

Table 43 | Pensacola Beach Congestion Management Plan

ITEM	PLANNING COMPONENTS AND PROGRAM GOALS
1	Relieve traffic congestion.
2	Identify options for pedestrian and vehicular traffic management.
3	Optimize parking in the core area.
4	Explore the need for additional trolley route locations and increased service frequency.
5	Research a park-and-ride trolley.
6	Determine funding sources.

2.9.10 Milton / Bagdad Riverfront Master Plan

The City of Milton developed a Riverfront Master Plan[65] (June 2015) in coordination with the Village of Bagdad (August 2013) for the Blackwater River frontages. It establishes a Vision and Goals. The riverfront in Milton and Bagdad is the attraction that brings life to the community and sets it apart from other places. The vision for the future of the riverfront is to connect residents and visitors to the Blackwater River to provide experiences that enhance quality of life and connect environment and history. The goals are summarized in **Table 44**.

[64] https://myescambia.com/pensacola-beach/congestion-management-plan/developing-a-congestion-management-plan

[65] https://www.miltonfl.org/DocumentCenter/View/1274/City-of-Milton-Riverfront-Master-Plan-PDF

Table 44 | Milton / Bagdad Riverfront Master Plan

ITEM	PLANNING COMPONENTS AND PROGRAM GOALS
1	**Identity & Community Character.** Enhance the qualities that define the identity of Milton and Bagdad by promoting design and development that is compatible with community character.
2	**Economic Development**. Leverage community assets and future capital improvements to promote economic development, encourage private sector investment, and stimulate revitalization.
3	**Environmental Quality.** Protect the integrity of the Blackwater River ecosystem through preservation and education.
4	**Arts, Culture, & Heritage**. Promote arts, culture, and heritage as defining features of the community to enhance identify and support tourism.
5	**Connectivity.** Improve the experience of moving through the community by enhancing access and connectivity destinations, activity areas, and attractions.

2.9.11 Pace / Pea Ridge Bicycle-Pedestrian Plan

Santa Rosa County, in coordination with the West Florida Regional Planning Council (now the Emerald Coast Regional Council), prepared the Pace-Pea Ridge Bicycle-Pedestrian Plan (2017)[66] to promote connectivity between the systems and to improve overall bicycle and pedestrian activities related to multi-modal mobility, quality of life, safety, connectivity, health, education and environmental concerns. Goals were developed under the four strategies of: maintenance, signage, linking the plan to the County's comprehensive plan and land development code, and education and safety programs. The goals are summarized in **Table 45**.

Table 45 | Pace / Pea Ridge Bicycle-Pedestrian Plan

ITEM	GOALS
1	Determine area needs and wants in regards to either non-motorized transportation alternatives or recreational bicycle, or pedestrian facilities.
2	Analyze existing bicycle/pedestrian plans and programs and determine priorities based on identified and formulated goals and appropriate linkages.
3	Integrate transportation and land use decisions and identify funding strategies for the development of the plan including prioritization of existing projects.

[66] https://www.pacepearidgebikepedplan.org/#!

2.9.12 Pensacola Waterfront Framework Plan

A public-private partnership of the City of Pensacola and the Center for Civic Engagement, a joint initiated of the *Pensacola News Journal* and the Studer Community Institute, coordinated the development of a waterfront framework plan (June 2019). The plan was developed with substantial public input and received funding support of the City Council for implementation of the two primary project recommendations: recreational and environmental restoration at Bruce Beach, and a "Hashtag" Connector project for streetscape improvements along Palafox, Jefferson, Main, and Cedar Streets including narrowing traffic lanes, planted medians widened sidewalks, and buffered bike lanes. Goals are listed in **Table 46**.

Table 46 | Pensacola Waterfront Framework Plan

ITEM	GOALS
1	Create a more connected public realm.
2	Highlight and celebrate local ecology.
3	Promote equity and inclusion in public space.
4	Leverage opportunities for economic development.
5	Apply a new model for outreach and civic engagement.
6	Identify actionable and implementable projects.

2.9.13 Pensacola Vulnerability Assessment

The City of Pensacola is updating the current Vulnerability Assessment (2021) with grant funding from the FDEP Office of Resilience and Coastal Protection. The update is underway as of the development of this LRTP Goals and Objectives report. The 2021 study identifies potential vulnerable infrastructure and priority planning areas with the City of Pensacola. Four Priority Planning areas are identified (**Figure 14**) [67] where infrastructure impacts, including the transportation infrastructure, could be adversely impacted in three planning horizons: 2040, 2070, and 2100. Recommendations are made within each of the Priority Areas.



Figure 14 | City of Pensacola Vulnerability Priority Areas

[67] Figure reproduced from Vulnerability Study and does not include standards such as north arrow and scale.

2.10 Future Considerations

While not yet approved, the following initiatives are included as possible future changes to consider in future versions of the LRTP Goals and Objectives update.

2.10.1 We Are Perdido

A planning effort remains underway to consider incorporation of the Town of Perdido (**Figure 15**).[68] A Feasibility Study was prepared (August 2023) but has not yet advanced to legislative consideration by the State of Florida. The organizing group, We Are Perdido, continues to explore opportunities with the legislative delegation.

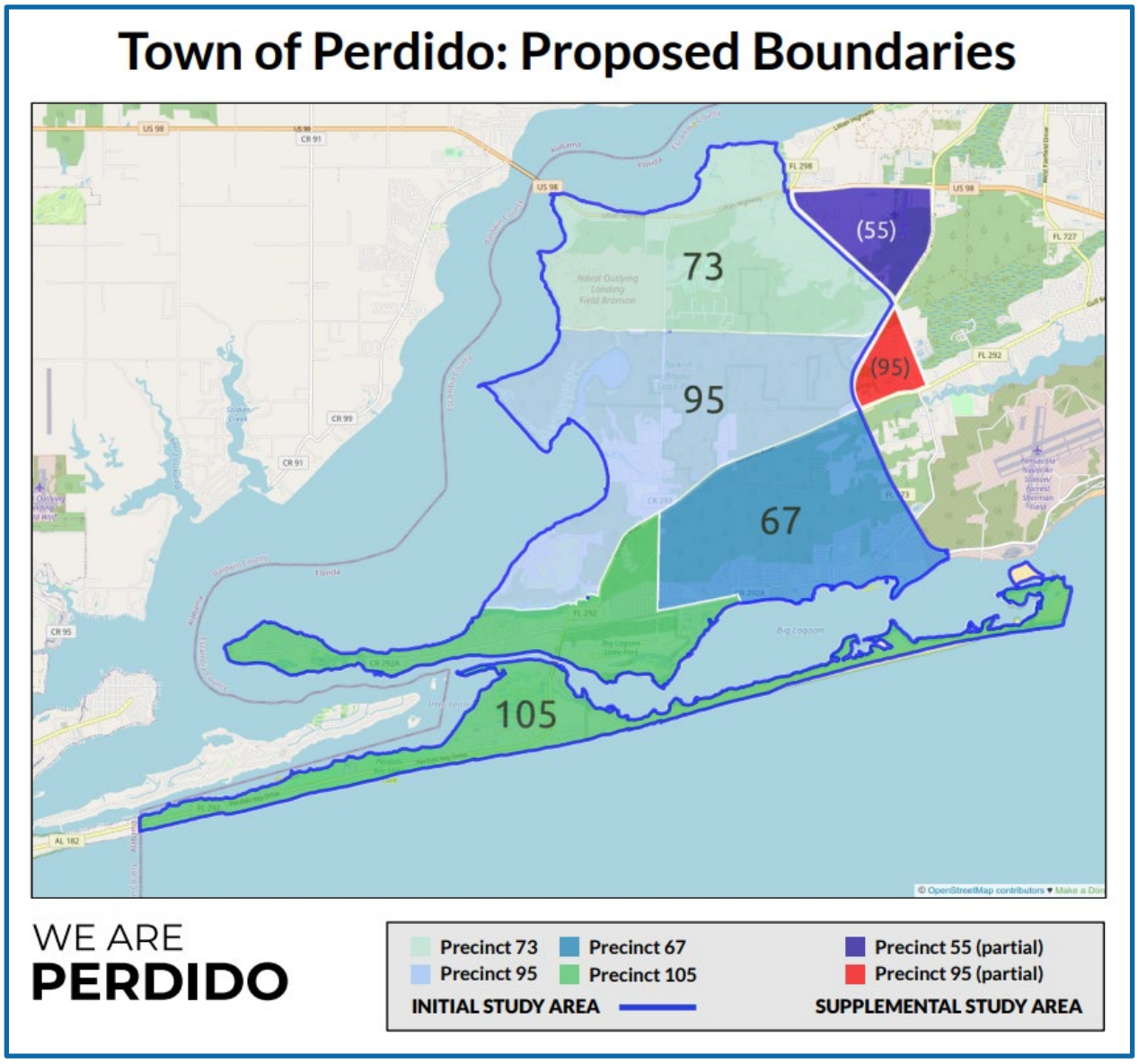


Figure 15 | Town of Perdido Conceptual Boundaries

[68] Figure reproduced from Feasibility Study and does not include standards such as north arrow and scale.

2.10.2 Preserve Navarre

A planning effort remains underway to consider incorporation of the Navarre community (**Figure 16**). [69] A Feasibility Study was prepared (October 2022) but has not yet advanced to legislative consideration by the State of Florida. The organizing group, Preserve Navarre, continues to explore opportunities with the legislative delegation.

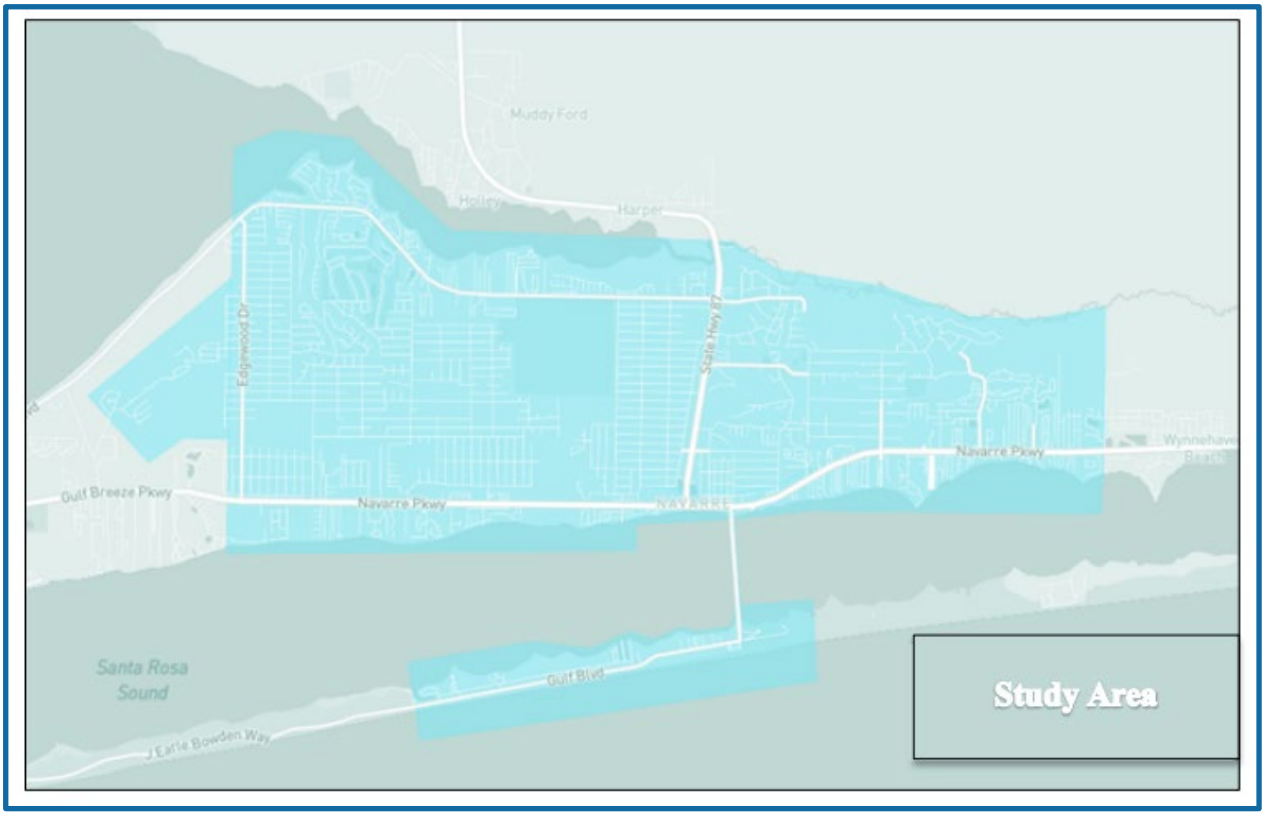


Figure 16 | Navarre Study Area

[69] Figure reproduced from Feasibility Study and does not include standards such as north arrow and scale.

3.0 Developing Goals and Objectives for 2050

The following section is a summary of the process to develop the 2050 Goals and Objectives.

- New and updated federal and state requirements were evaluated for policy-level changes (summarized in **Section 2**).

- Additional evaluation was prepared for other guiding documents such as state, regional, military, and local plans that provide overall direction or guidance on transportation policy (summarized in **Section 2)**. [70]

- The 2045 Goals and Objectives (**Appendix A**) were edited to suggest recommended changes for review by ECRC staff and the Steering Committee. The formation and composition of the Steering Committee is provided in **Appendix B.**

- The Steering Committee met twice to review and discuss the new requirements and recommended changes. Additional input was provided by the Steering Committee in both meetings. The Steering Committee meetings and results are summarized in **Appendix C** (Meeting 1: January 30, 2024) and **Appendix E** (Meeting 2: March 19, 2024).

- Three public workshops were held to review the draft Goals and Objectives following Steering Committee #1. Public input was received and incorporated (**Appendix D**) from the three meetings:
    - Baldwin County, AL: March 7, 2024
    - Santa Rosa County, FL: March 7, 2024
    - Escambia County, FL: March 8, 2024

- The Steering Committee recommendation, as modified by the public input and comment were presented the FL-AL Transportation Planning Organization on April 10, 2024; including the Technical Coordinating Committee on April 9, 2024; and the Citizens Advisory Committee on April 9, 2024. (**Appendix F**).

[70] Project-specific plans were not reviewed (such as FDOT Project Development and Environment Studies) as they do not generally set policy-level direction but rather focus on project-specific issues which will be carried forward in the Needs Plan.

3.1 Steering Committee #1

A Steering Committee was developed and approved by the FL-AL TPO (**Appendix B**). The first meeting of the Steering Committee was held January 30, 2024 at the ECRC offices. The meeting is further documented in **Appendix C**. This meeting reviewed in detail the basis for proposed changes to the Goals and Objectives based on the 10 Federal Planning Factors, changes in federal law, new state guidance, and regional / military / local plans.

Federal changes include Planning Factors, Federal Law, and Planning Emphasis Areas. Each were reviewed at a summary level. Changes in federal law include greenhouse gas emissions performance measures, IIJA / BIL requirements, and updates to the Federal Planning Emphasis Areas. State changes include updates to planning documents for both FDOT and ALDOT.

A draft mark-up of the Goals and Objectives were presented with reference to each of the changes to review the 19 Objectives with proposed minor changes, and 5 new Objectives. The meeting materials include a handout listing all 7 Goals, and all 48 Objectives.

The Mission and Vision statements were reviewed with only a minor change to update “2045” to “2050” in the Mission Statement.

The primary changes to the Goals are the addition of “resilient” in Goal A, and the addition of “equitable” in Goal F.

Steering Committee #1 made recommendations to further modify the Objectives:

- Change “ensure” to “strive for”;
- Update to Baldin Regional Area Transit; and
- Incorporate increased emphasis on existing facilities such as pedestrian / bicycle facilities and wildlife corridors.

These changes were incorporated into a revised draft mark-up for consideration at Steering Committee #2.

3.2 Public Workshops

Three public workshops were held to review the draft Goals and Objectives following Steering Committee #1. Public input was received and incorporated (**Appendix D**) from the three meetings:

- Baldwin County, AL: March 7, 2024;
- Santa Rosa County, FL: March 7, 2024; and
- Escambia County, FL: March 8, 2024.

The first public meeting was held in-person at the Lillian Community Club; 34148 Widell Ave, Lillian, AL 36549; beginning at 10:00 a.m. ALDOT representatives were present, along with a representative of the FL-AL Citizen's Advisory Committee (CAC) and the FL-AL Technical Coordinating Committee (TCC), and Baldwin Regional Area Transit System (BRATS). No public comment was received.

The second public meeting was held in-person at the Santa Rosa County Chamber of Commerce; 4315 Avalon Blvd, Milton, FL 32548; beginning at 5:30 p.m. FDOT representatives were present along with local media (*Santa Rosa Press Gazette*), Blackwater Heritage Trail members, FDEP Office of Greenways and Trails, a councilwoman from the City of Milton, and a citizen representing Citizens Against Bike Road Theft. Comments from the meeting are documented in **Appendix D**. Public comment focused mostly on needs and area projects. Comments did not result in specific changes to the Goals and Objectives.

The third public meeting was held in-person at the ECRC offices; 418 E. Gregory St, Suite 100, Pensacola, FL 32502; beginning at 9:30 a.m. An FDOT representative was present along with FDEP Office of Greenways and Trails, Escambia County, and a citizen representing Citizens Against Bike Road Theft. Comments from the meeting are documented in **Appendix D**. Comments from the FDEP Office of Greenways and Trails resulted in a modification to Objective E4 to incorporate designated Trail Towns as a component of economic vitality.

In addition to the three public meetings, ECRC also processed a public survey including outreach on social media. The survey focused on the primary Goals. Results were summarized at Steering Committee #2.

3.3 Steering Committee #2

The second Steering Committee was held on March 19, 2024 at the ECRC offices. The meeting is further documented in **Appendix E**.

Changes or additions to Objectives were reviewed based on feedback from Steering Committee #1 and the public involvement:

- Word use changed from “ensure” to “strive” on several objectives (A3, C3, E1, G3) based on committee member request (CAC member), as requested at Steering Committee #1.

- Objective C1 modified to emphasize enhancement of existing system based on committee member request (CAC member), as requested at Steering Committee #1.

- Objective E4 modified to include Trail Towns as designated by FDEP Office of Greenways and Trails based on input from FDEP, as requested in Public Meeting 3.

- Objective F2 modified to include trails and wildlife corridors based on committee member request (CAC member), as requested at Steering Committee #1.

- A member of the Steering Committee requested an additional modification in Objective A1 to update “Vision Zero” to “Target Zero.” The change was incorporated.

- The Steering Committee was informed that the draft Goals and Objectives would be presented to the TPO and Committees for approval at the April meetings.

3.4 Adoption

A mark-up version of the Mission, Vision, Goals and Objectives, as modified by the two Steering Committees and public input, is provided in **Appendix F**. Summary tables are presented in **Figure 17A-C** to summarize where changes were made, and where new objectives were added. The Goals and Objectives were presented to the FL-AL TPO and Committees at the April 10, 2024 meetings for adoption. The TPO adopted the 2050 Goals and Objectives on April 10, 2024 (**Appendix H**).

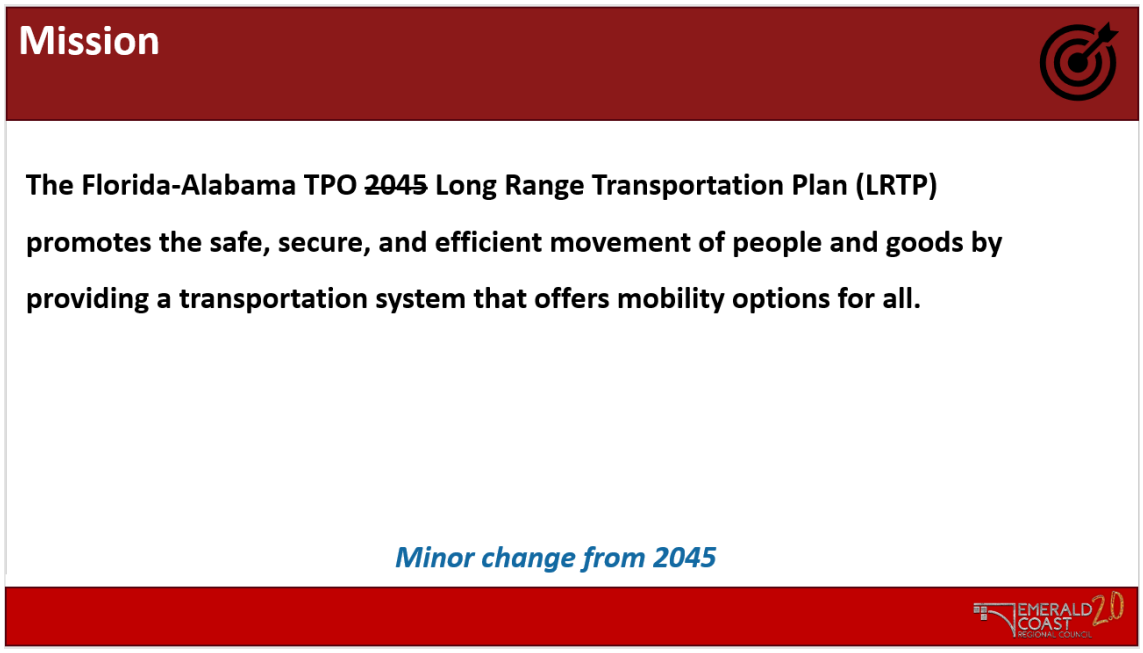


Figure 17A | Summary of Changes to 2050 Mission

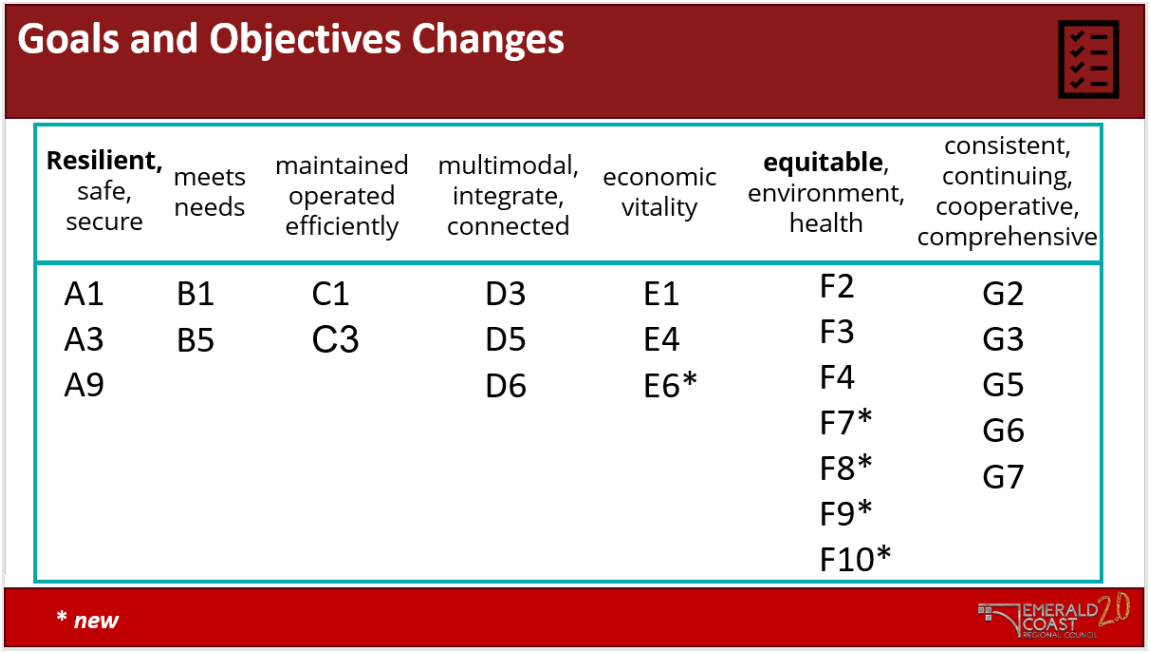


Figure 17B | Summary of Changes to 2050 Goals and Objectives

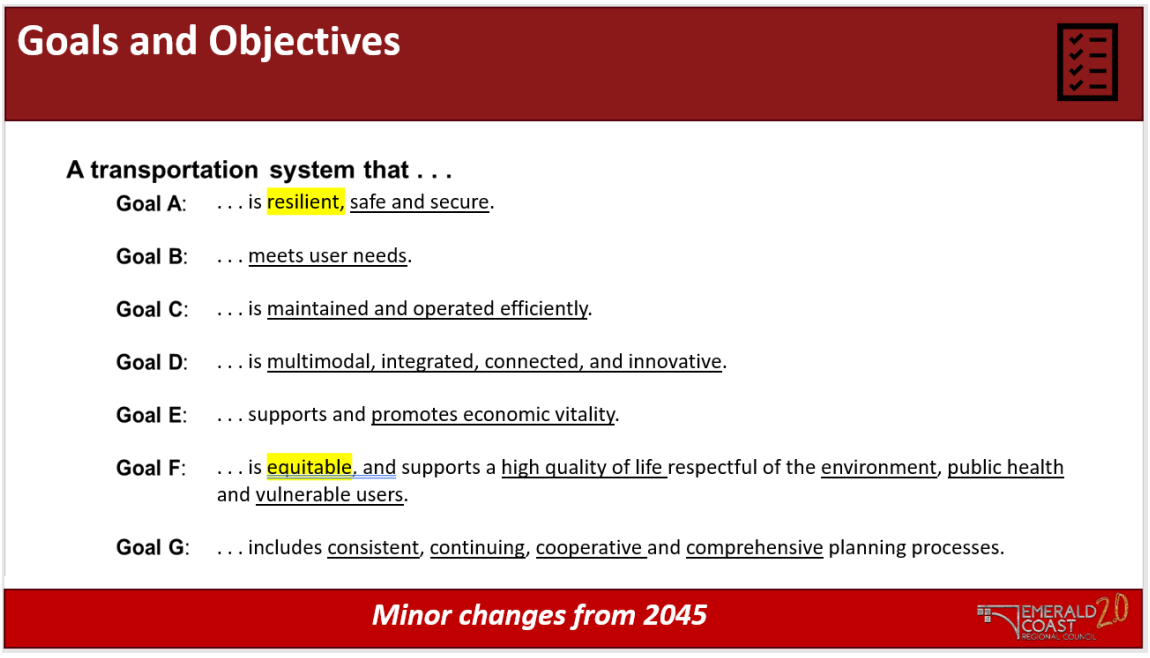


Figure 17C | Summary of Changes to 2050 Goals and Objectives

4.0 Incorporation of Planning Factors

The following section documents how the Goals and Objectives meet the federal and state requirements.

4.1 Federal Requirements

Table 47 shows how the required federal Planning Factors were included in the strategies of 2050 LRTP. An "x" indicates the Objective fulfills the Goal.

Table 47 | Incorporation of Federal Requirements

		FEDERAL PLANNING FACTORS									
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal A: Resilient, Safe and Secure											
Objectives	A.1	x	x	x	x			x	x		
	A.2	x									
	A.3	x	x						x	x	
	A.4	x	x					x			
	A.5	x	x							x	
	A.6	x	x				x		x	x	
	A.7	x	x				x			x	
	A.8	x	x			x			x	x	
	A.9	x	x							x	
Goal B: Meets User Needs											
Objectives	B.1							x	x		
	B.2			x		x	x		x		
	B.3	x		x		x			x		
	B.4								x		
	B.5								x		

FEDERAL PLANNING FACTORS										
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal C: Maintained and Operated Efficiently											
Objectives	C.1					x			x		
	C.2	x	x			x			x		
	C.3	x				x			x	x	
	C.4					x		x	x		
Goal D: Multimodal, Integrated, Connected, Innovative											
Objectives	D.1				x			x	x		
	D.2			x							
	D.3	x		x	x		x	x	x		x
	D.4				x			x			
	D.5		x	x	x			x			x
	D.6			x			x		x		
	D.7						x				x
Goal E: Economic Vitality											
Objectives	E.1			x			x		x		
	E.2			x		x	x		x		
	E.3			x			x				
	E.4			x	x						x
	E.5				x						
	E.6						x	x			

FEDERAL PLANNING FACTORS										
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal F: Equitable, Quality of Life, Environment, Public Health, Vulnerable Users											
Objectives	F.1	x						x			
	F.2							x		x	
	F.3	x						x			
	F.4			x	x						
	F.5	x		x	x		x	x			x
	F.6	x		x	x	x		x	x		
	F.7			x				x			
	F.8			x				x			
	F.9			x				x			
	F.10							x			
Goal G: Consistent, Continuing, Cooperative, Comprehensive											
Objectives	G.1			x	x			x	x		
	G.2		x	x	x		x	x	x		
	G.3				x				x		
	G.4				x			x			
	G.5							x	x		
	G.6	x	x	x	x			x			
	G.7								x		

4.2 Federal Planning Emphasis Areas (2021)

Table 48 shows how the required federal Planning Emphasis Areas (2021) were included in the strategies of 2050 LRTP. An "x" indicates the Objective fulfills the Goal. There are no new federal Expectations and Emerging Issues.

Table 48 Incorporation of Federal Planning Emphasis Areas

FEDERAL PLANNING EMPHASIS AREAS (2021)									
		CLEAN ENERGY, RESILIENT FUTURE	EQUITY AND JUSTICE40	COMPLETE STREETS	PUBLIC INVOLVEMENT	STRATEGIC HIGHWAY NETWORK / DOD COORDINATION	FEDERAL LAND MGMT AGENCY	PLANNING & ENVIRONMENTAL LINKAGES	DATA
		1	2	3	4	5	6	7	8
Goal A: Resilient, Safe and Secure									
Objectives	A.1								x
	A.2			x					
	A.3	x							
	A.4		x	x					
	A.5	x		x					
	A.6	x		x					
	A.7	x		x					
	A.8	x		x					
	A.9					x	x		
Goal B: Meets User Needs									
Objectives	B.1				x				
	B.2			x					
	B.3			x					
	B.4			x					
	B.5	x							x

FEDERAL PLANNING EMPHASIS AREAS (2021)									
		CLEAN ENERGY, RESILIENT FUTURE	EQUITY AND JUSTICE40	COMPLETE STREETS	PUBLIC INVOLVEMENT	STRATEGIC HIGHWAY NETWORK / DOD COORDINATION	FEDERAL LAND MGMT AGENCY	PLANNING & ENVIRONMENTAL LINKAGES	DATA
		1	2	3	4	5	6	7	8
Goal C: Maintained and Operated Efficiently									
Objectives	C.1			x					
	C.2			x					
	C.3	x		x					
	C.4			x					
Goal D: Multimodal, Integrated, Connected, Innovative									
Objectives	D.1			x					
	D.2			x					
	D.3			x					
	D.4			x					
	D.5			x					
	D.6								x
	D.7	x							

FEDERAL PLANNING EMPHASIS AREAS (2021)									
		CLEAN ENERGY, RESILIENT FUTURE	EQUITY AND JUSTICE40	COMPLETE STREETS	PUBLIC INVOLVEMENT	STRATEGIC HIGHWAY NETWORK / DOD COORDINATION	FEDERAL LAND MGMT AGENCY	PLANNING & ENVIRONMENTAL LINKAGES	DATA
		1	2	3	4	5	6	7	8
Goal E: Economic Vitality									
Objectives	E.1			x					
	E.2			x					
	E.3					x			
	E.4			x				x	
	E.5			x					
	E.6		x	x				x	
Goal F: Equitable, Quality of Life, Environment, Public Health, Vulnerable Users									
Objectives	F.1		x	x					
	F.2			x				x	
	F.3			x				x	
	F.4		x						
	F.5			x				x	
	F.6							x	
	F.7		x						
	F.8		x						
	F.9		x	x				x	
	F.10	x						x	

FEDERAL PLANNING EMPHASIS AREAS (2021)									
		CLEAN ENERGY, RESILIENT FUTURE	EQUITY AND JUSTICE40	COMPLETE STREETS	PUBLIC INVOLVEMENT	STRATEGIC HIGHWAY NETWORK / DOD COORDINATION	FEDERAL LAND MGMT AGENCY	PLANNING & ENVIRONMENTAL LINKAGES	DATA
		1	2	3	4	5	6	7	8
Goal G: Consistent, Continuing, Cooperative, Comprehensive									
Objectives	G.1	x	x	x				x	
	G.2	x	x	x					
	G.3		x	x				x	
	G.4		x		x				
	G.5				x	x	x		
	G.6	x	x		x				
	G.7								x

5.0 Adopted 2050 Vision, Mission, Goals, & Objectives

The following section provides the 2050 Mission and Vision statements, and Goals and Objectives as adopted April 10, 2024. Documentation is provided in **Appendix F**.

5.1 Vision

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

5.2 Mission

The FL-AL TPO Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

5.3 Goals & Objectives

GOAL A: A transportation system that is resilient, safe, and secure.	
Objective	**Statement**
A.1	Increase safety for all motorized and non-motorized users in accordance with the Florida Department of Transportation "Target Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP).
A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
A.3	Strive for a resilient, sustainable regional transportation system to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.
A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
A.9	Coordinate and cooperate with the Department of Defense, Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies including federal land management agencies, to enhance the security of the transportation system including the Strategic Highway Network (STRAHNet).

GOAL B: A transportation system that meets user needs.	
Objective	**Statement**
B.1	Obtain public input using targeted outreach efforts including Virtual Public Involvement (VPI) tools, and track results by ZIP code in accordance with the goals of the 2050 FL-AL LRTP Public Involvement Plan. Use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process.
B.2	Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.
B.3	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).
B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.
B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated, Connected, Electric, and Shared (ACES) Vehicles]. Accelerate the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies including non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.

GOAL C: A transportation system that is maintained and operated efficiently.	
Objective	**Statement**
C.1	Direct sufficient resources to preserve and enhance the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
C.3	Strive to include appropriate stormwater measures in roadway projects.
C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies and incorporate results from previous Corridor Management Studies.

GOAL D: A transportation system that Is multimodal, integrated, connected, and innovative.	
Objective	**Statement**
D.1	Interconnect land uses and transportation facilities.
D.2	Increase the accessibility and mobility of people and goods.
D.3	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS].
D.4	Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.
D.5	Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Regional Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.
D.6	Advance the flow of traveler information (such as innovative technology) and data sharing for consistency of data used in the planning process, including information used in forecasting travel demand.
D.7	Seek opportunities to provide a passenger rail system.

GOAL E: A transportation system that supports and promotes economic vitality.	
Objective	**Statement**
E.1	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to strive for efficient movement of people and goods.
E.2	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.
E.3	Implement projects that will support the military's ability to carry out its missions at the region's installations.
E.4	Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations, including Trail Towns designated by the Florida Department of Environmental Protection Office of Greenways and Trails.
E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
E.6	Promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.

GOAL F A transportation system that is equitable, supports a high quality of life, respectful of the environment, public health, and vulnerable users.	
Objective	**Statement**
F.1	Consider the health impacts of projects and policies for transportation investments.
F.2	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation through Planning and Environmental Linkages to consider environmental, community, and economic goals including trails and wildlife corridors.
F.3	Implement complete street and/or context sensitive design to prioritize safety, comfort, and access for people who use the street network to provide an equitable and safe network for travelers of all ages and abilities, including those from marginalized communities.
F.4	Improve para-transit services. Advance access to affordable transportation services for all ages and abilities and throughout underserved communities.
F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.
F.6	Maintain air quality attainment status for ground level ozone.
F.7	Align transportation system infrastructure investments to advance racial equity and support for underserved and disadvantaged communities, considering equitable and proportional representation of the population of the metropolitan planning area.
F.8	Advance the USDOT Equity Action Plan Key Performance Indicator for Justice40 to deliver 40 percent of the benefits of Federal transportation investment to disadvantaged communities.
F.9	Coordinate affordable housing with transportation planning, including affordable housing stakeholders in the transportation planning process.
F.10	Achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050. The GHG performance measure is the percent change in tailpipe carbon dioxide (CO2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)]

GOAL G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.	
Objective	**Statement**
G.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.
G.2	Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Regional Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.
G.3	Strive for consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).
G.4	Continue to reach out to the traditionally underserved populations during the planning process to strive for access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.
G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Housing, and Utilities) Tribes, and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.
G.6	Coordinate with health and education planning efforts to strive for holistic community planning (economic, health, education, etc).
G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the Revenue Forecast, beyond the first four *Outer Years*.

APPENDICES

Appendix A: 2045 Adopted Goals and Objectives

Appendix B: 2050 Steering Committee Formation

Appendix C: 2050 Steering Committee #1

Appendix D: 2050 Public Workshops

Appendix E: 2050 Steering Committee #2

Appendix F: 2050 Goals and Objectives Mark-Up

Appendix G: Requirement and Guidance

Appendix H: 2050 Goals and Objectives Final Approval and Resolution

Appendix A: 2045 Adopted Goals and Objectives

- ***2045 Vision:*** The Florida-Alabama Transportation Planning Organization (TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

- ***2045 Mission:*** The Florida-Alabama TPO 2045 Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Table A-1 | 2045 Goals and Objectives

2045 GOAL A: **A transportation system that is safe and secure**	
Objective A.1	Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measure. Identify methods to monitor and evaluate performance. Include a System Performance Report.
Objective A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective A.3	Ensure that the regional transportation system can support emergency response and recovery efforts.
Objective A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
Objective A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
Objective A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.

Objective A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
Objective A.9	Objective A.9: Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.
2045 GOAL B: **A transportation system that meets user needs**	
Objective B.1	Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.
Objective B.2	Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.
Objective B.3	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).
Objective B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.
Objective B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)[71]]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

[71] Includes Automated and Connected Vehicles, and Autonomous Vehicles.

2045 GOAL C: **A transportation system that is maintained and operated efficiently**	
Objective C.1	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
Objective C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective C.3	Ensure that appropriate stormwater measures are included in all roadway projects.
Objective C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies, and incorporate results from previous Corridor Management Studies.
2045 GOAL D: **A Transportation System that Is Multimodal, Integrated, Connected, and Innovative**	
Objective D.1	Interconnect land uses and transportation facilities.
Objective D.2	Increase the accessibility and mobility of people and goods.
Objective D.3	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS], and Automated Driving Systems [ADS][72]).
Objective D.4	Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.
Objective D.5	Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.
Objective D.6	Advance the flow of traveler information (such as innovative technology).
Objective D.7	Seek opportunities to provide a passenger rail system.

[72] Includes Automated and Connected Vehicles, and Autonomous Vehicles.

2045 GOAL E: **A transportation system that supports and promotes economic vitality.**	
Objective E.1	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.
Objective E.2	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.
Objective E.3	Implement projects that will support the military's ability to carry out its missions at the region's installations.
Objective E.4	Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations.
Objective E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
2045 GOAL F: **A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.**	
Objective F.1	Consider the health impacts of projects and policies for transportation investments.
Objective F.2	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation.
Objective F.3	Implement complete street and/or context sensitive design into projects.
Objective F.4	Improve para-transit services.
Objective F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.
Objective F.6	Maintain air quality attainment status for ground level ozone.

2045 GOAL G: **A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.**	
Objective G.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.
Objective G.2	Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.
Objective G.3	Ensure consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).
Objective G.4	Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.
Objective G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Tribal, and Utilities) and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.
Objective G.6	Coordinate with health and education planning efforts to ensure holistic community planning (economic, health, education, etc).
Objective G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.

Appendix B: 2050 Steering Committee Formation

Florida-Alabama TPO
Transportation Planning Organization

Colten Wright
Chairman

Jerry Johnson
Vice Chairman

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Transportation Planning Organization Meeting
Wednesday, August 09, 2023 – 9:00 A.M.
Transportation Planning Organization (TPO) Meeting
Pensacola; Bay Center, 201 E Gregory Street, Pensacola, FL 32502

TCC/CAC MEETINGS TO BE HELD AT:
Pensacola City Hall, 222 W. Main Street, Pensacola, FL
Hagler-Mason Conference Room, Second Floor
Monday, August 07, 2023
Technical Coordinating Committee (TCC) Meeting**- 10:00 A.M.**
Citizens' Advisory Committee (CAC) Meeting**- 1:30 P.M.**

CALL TO ORDER / INVOCATION / PLEDGE / BOARD MEMBER ROLL CALL - *Chairman Colten Wright*

APPROVAL OF AGENDA
Any new action items to be added to the agenda must be approved by a vote of two thirds (2/3) of the TPO members present.

PUBLIC FORUM:
Only in-person participants will be able to speak during the public forum portion of the meeting. Please obtain a speaker request form from ECRC staff. Speakers are asked to limit their remarks to three (3) minutes. Community members participating via phone will be muted during the meeting and are only able to listen. Comments can be provided in the chat box, digital comment form, by email, or by phone.

FDOT/ALDOT/ UPDATES:

1. **FDOT Update** - *Bryant Paulk, AICP, or Christy Johnson, AICP, FDOT Urban Liaisons*
2. **ALDOT Update -** *Vincent Beebe, P.E., ALDOT*

EMERALD COAST REGIONAL COUNCIL

Florida-Alabama TPO
Staffed by the Emerald Coast Regional Council

CONSENT:

1. **ALL COMMITTEES:** Approval of June 2023 Meeting Minutes

ACTION:

1. **ENCLOSURE A – ALL COMMITTEES – ROLL CALL VOTE**– Consideration of Resolution FL-AL 23-19 Adopting the FL-AL FY 2025-2029 Project Priorities - *Gary Kramer, ECRC Staff*

2. **ENCLOSURE B – ALL COMMITTEES –** Appointment of the FL-AL TPO 2050 Long-Range Transportation Plan (LRTP) Steering Committee – *Gary Kramer, ECRC Staff*

3. **ENCLOSURE C – ALL COMMITTEES –** Consideration of Resolution FL-AL 23-21 Authorizing TPO Staff to Begin Negotiations with the Recommended Firm(s), and Authorizing the Executive Director to Sign the Memorandums of Agreement Between the Emerald Coast Regional Council (ECRC), the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs and the Selected Consultants on the General Planning Consultant (GPC) Contract – *Jill Nobles, ECRC Staff*

4. **ENCLOSURE D – ALL COMMITTEES –** Consideration of Resolution 23-20 Supporting the Adoption of The TPO Metropolitan Planning Area Boundary and Membership Apportionment Report – *Austin Mount, ECRC Staff*

PRESENTATIONS: (no action necessary)

1. **ENCLOSURE E – ALL COMMITTEES –** Congestion Management Process Plan (CMPP) Minor Update – *Jill Nobles, ECRC Staff*

2. **ENCLOSURE F – TPO ONLY** - Reimagine Jackson Street Master Plan- *Catherine Prince, MBA, PMP, LEED AP, STP – WSP*

LEGISLATIVE UPDATES - TPO ONLY - *Tiffany Bates, ECRC Community Liaison*

INFORMATION ITEMS (no presentation necessary)

1. TCC and CAC June 2023 Meeting Minutes
2. FL-AL TPO June 2023 Actions Report
3. Amendment to the FY 2023-2027 Transportation Improvement Program (TIP) Letters
4. FTSDC Ambassador Board
5. 2023 FL-AL TPO Meeting Schedule

EMERALD COAST REGIONAL COUNCIL

Florida-Alabama TPO
Staffed by the Emerald Coast Regional Council

ENCLOSURE B
ALL COMMITTEES

SUBJECT: Appointment of the FL-AL TPO 2050 Long-Range Transportation Plan (LRTP) Steering Committee

ORIGIN OF SUBJECT: 23 Code of Federal Regulations Section 134(i)(2), Chapter 339.175 (6) Florida Statutes, Florida–Alabama TPO Unified Planning Work Program (UPWP) Task 2

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: An LRTP is a basic requirement of the TPO's continuing, cooperative and comprehensive transportation planning process. Federal regulations require an LRTP to be updated at least every five years in air quality attainment areas. The 2045 LRTP was adopted on October 14, 2020. Therefore, the 2050 LRTP needs to be adopted by October 14, 2025. The purpose of the 2050 LRTP is to confirm the plan's validity and its consistency with current and forecasted transportation and land use conditions and trends. A 20-year planning horizon at plan adoption is a requirement of LRTPs, for which there are three important elements: Goals and Objectives, Needs Plan, and Cost Feasible Plan.

A Steering Committee will be meeting periodically to review and comment on various draft products of the 2050 LRTP. It is recommended that a maximum of four members from both the TCC and CAC be members of the Steering Committee. Other agencies will also be requested to be members of the Steering Committee including but not limited to ALDOT, FDOT, Pensacola Naval Air Station, Whiting Field, Pensacola International Airport, Port of Pensacola, Escambia County Area Transit, and Baldwin Regional Area Transit System. Representatives will also be included from the freight industry and the bicycle and pedestrian community.

RECOMMENDED ACTION: Appointment of a maximum of four (4) members from the TCC and a maximum of four (4) members from the CAC to be members of the 2050 Long-Range Transportation Plan Steering Committee. This action is recommended to provide oversight as well as review and comment on the 2050 Long Range Transportation Plan products prior to being presented to the full TPO, TCC, and CAC. Please contact Gary Kramer gary.kramer@ecrc.org at (850) 332-7976 Ext, 219 if additional information is needed.

Florida-Alabama TPO
Transportation Planning Organization

Colten Wright
Chairman

Jerry Johnson
Vice Chairman

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MEMORANDUM

DATE: September 6, 2023

TO: Mr. Bryant Paulk, AICP, FDOT Urban Liaison
Ms. Christy Johnson, AICP, FDOT Urban Liaison
Mr. Vincent Beebe, P.E., ALDOT

COPIES TO: TPO, TCC, and CAC Members

FROM: Jill Nobles, Transportation Planner

RE: TPO Actions Report – August 9, 2023

The following items were discussed and acted upon by the Florida-Alabama Transportation Planning Organization (TPO) at the August 9, 2023, meeting. The TPO requests the Florida Department of Transportation (FDOT) and the Alabama Department of Transportation (ALDOT) to share this report with the appropriate department directors and to take action if requested by the TPO. Copies are sent to local government representatives for coordination with local plans.

PROJECT PRIORITIES

The TPO approved as presented, by a majority roll call vote, Resolution FL-AL 23-19 adopting the FY 2025-2029 Project Priorities. This action was recommended to maintain the September 1, 2023 submittal deadline to FDOT and ALDOT.

LONG RANGE TRANSPORTATION PLAN (LRTP)

The TPO approved the following TCC and CAC members to serve on the 2050 LRTP Steering Committee.

TCC
- John Fisher
- Wendy Gavin
- Zakkiyyah Osuigwe
- Sarah Sislak

CAC
- Vernon Compton
- Alan Isaacson
- Jim Kauffman
- Jeb Smith

P.O. Box 11399; Pensacola, FL 32524-1399
850-332-7976 | Toll Free: 800-226-8914 | F: 850-637-1923 | TTY 711
ecrc.org

Appendix C: 2050 Steering Committee #1

- Agenda
- Presentation
- Handouts
- Minutes

Florida-Alabama TPO
Transportation Planning Organization

Colten Wright
Chairman

Jerry Johnson
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.ecrc.org

MEETING NOTICE

MEETING DATE: Tuesday, January 30, 2024
TO: LRTP Steering Committee Members
FROM: Gary Kramer, TPO Staff
RE: **2050 Long Range Transportation Plan Update Steering Committee Workshop #1**

The Florida-Alabama Transportation Planning Organization has scheduled a meeting of the LRTP Steering Committee for **Tuesday, January 30, 2024** at **10:00 a.m. at the Emerald Coast Regional Council – 418 E Gregory Street Suite 100, Pensacola, FL 32502**.

The agenda will include the following items:

A. **Introductions and Welcome –** Gary Kramer, TPO Staff

B. **Overview of LRTP Process, and Steering Committee –** Gary Kramer, TPO Staff

C. **Project Schedule –** Cory Wilkinson, HDR

D. **Review of Draft Goals and Objectives –** Cory Wilkinson, HDR

E. **Update on Community Profiles –** Cory Wilkinson, HDR

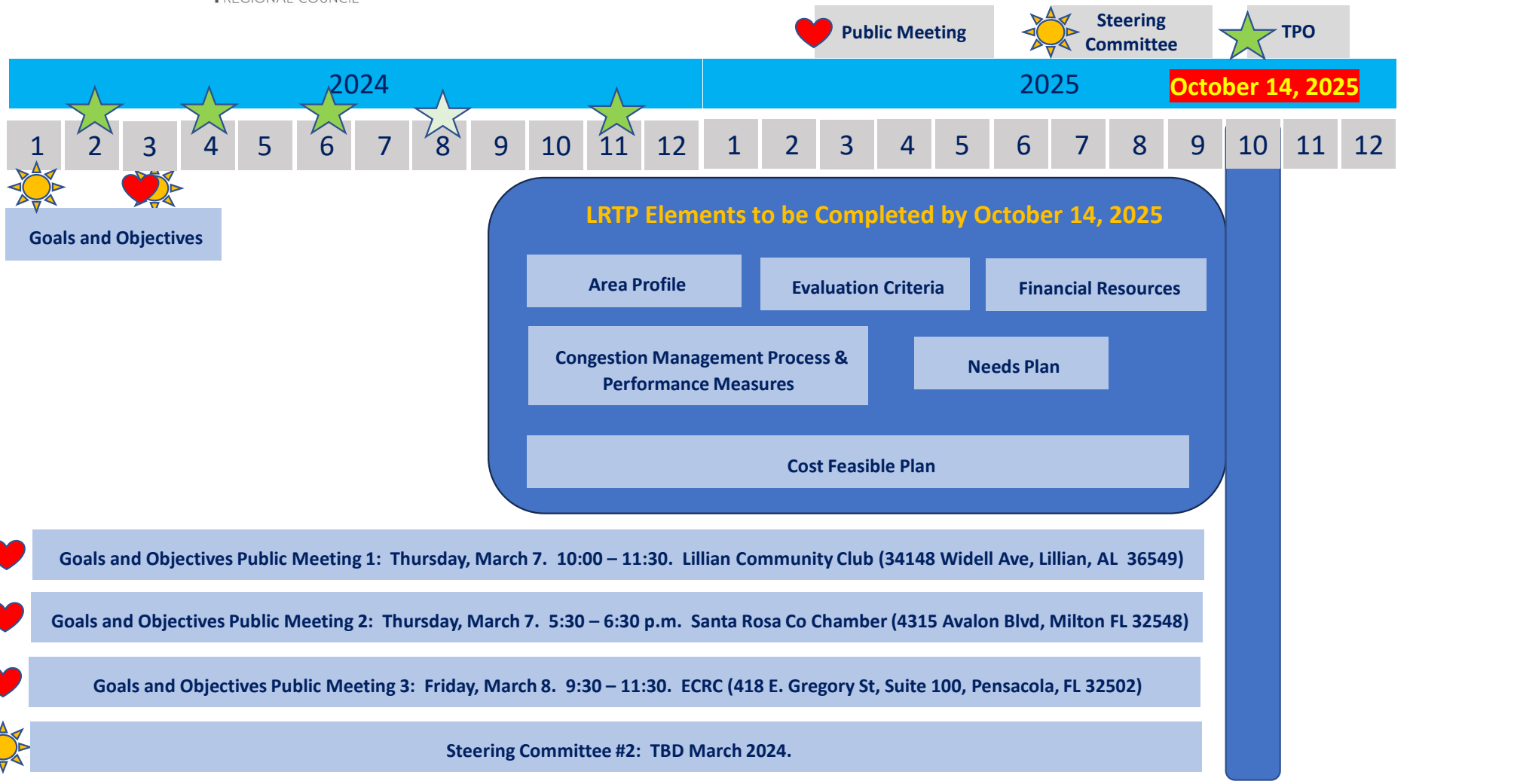
F. **Comments from Committee Members and Public**

G. **Next Steps –** Gary Kramer, TPO Staff

H. **Adjourn**

https://meet.goto.com/ECRC-PensacolaConference/steeringcommittee-flaltpo2050lrtp

FL-AL 2050 Long Range Transportation Plan (LRTP) Project Schedule



- Goals and Objectives Public Meeting 1: Thursday, March 7. 10:00 – 11:30. Lillian Community Club (34148 Widell Ave, Lillian, AL 36549)
- Goals and Objectives Public Meeting 2: Thursday, March 7. 5:30 – 6:30 p.m. Santa Rosa Co Chamber (4315 Avalon Blvd, Milton FL 32548)
- Goals and Objectives Public Meeting 3: Friday, March 8. 9:30 – 11:30. ECRC (418 E. Gregory St, Suite 100, Pensacola, FL 32502)
- Steering Committee #2: TBD March 2024.



01

FL-AL 2050 LRTP
Steering Committee #1

EMERALD COAST REGIONAL COUNCIL

Florida-Alabama TPO Transportation Planning Organization

1

Development of Goals and Objectives

- Start with Adopted 2045
- Assess new requirements
  - Federal
  - State
  - Regional / Local
- Draft 2050 recommendations provided



2

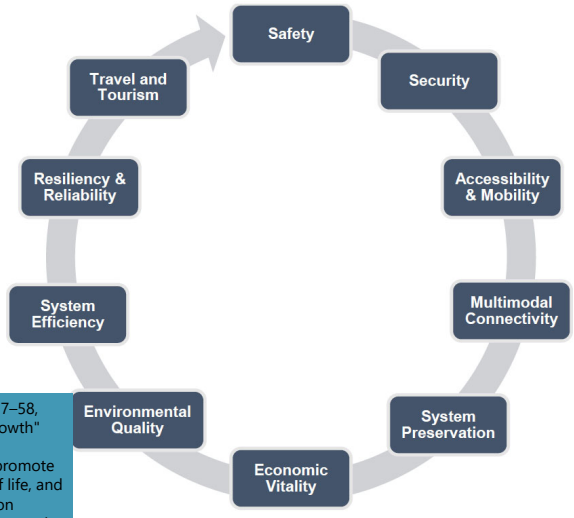
Development of Goals and Objectives

- **Federal**
  - Planning Factors (10)
  - Expectations and Emerging Issues (TBD)
  - Federal Law (6)
  - Planning Emphasis Areas (8)
- **State**
  - Planning Emphasis Areas (4)



3

10 Federal Planning Factors



Added in 2021: Subsec. (h)(1)(E). Pub. L. 117–58, §11201(d)(3), inserted ", housing," after "growth"

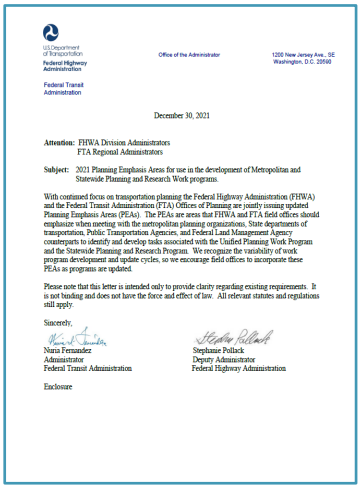
[E] protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns

23 CFR 450.306(b)

4

Federal Law Changes and New Emphasis Areas

- 23 CFR Part 490, creating a greenhouse gas (GHG) performance measure
- 23 USC 134 Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)
  - Public involvement
  - Equitable and proportional representation
  - Data sharing and consistency
  - Housing, affordable housing representation
  - Fiscal constraint
- Federal Planning Emphasis Areas (Dec 2021)
  - Clean energy, resilience
  - Equity and Justice40
  - Complete Streets
  - Public involvement
  - DoD / STRAHNet coordination
  - Federal Land Management Agency (FLMA) coordination
  - Planning and Environmental Linkages (PEL)
  - Data sharing



U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Deputy Administrator
Federal Highway Administration

Enclosure

5

Greenhouse Gas (GHG) Performance Measures

- December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a **greenhouse gas (GHG) performance measure** as part of Transportation Performance Management [88 FR 85364; 23 CFR 490.105(c)(5)]
- The GHG performance measure is the percent change in tailpipe **carbon dioxide (CO2) emissions on the National Highway System (NHS)** compared to the reference year of calendar year 2022 [§ 490.507(b)]
- Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO2 emissions on the NHS [§ 490.105(e)(10) and (f)(1)]
- The GHG Final Rule **applies to State departments of transportation (DOTs) and metropolitan planning organizations (MPOs).**
- The rule requires states to establish initial two- and four-year statewide GHG reduction targets and report those goals to FHWA by March 29, 2024. Subsequent targets must be established and reported by October 1, 2026. **TPOs must establish four-year GHG reduction targets** for their metropolitan planning areas

Objective F.10 (new)

6

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Public Involvement (IIJA/BIL §11201)

- States and MPOs may use social media and other **web-based and virtual tools** to further encourage public participation and to solicit public feedback during the transportation planning process. (23 USC 134(i)(6)(D) & 135(f)(3)(C))

Objective B.1 (modified)

TMA MPO Representation (IIJA/BIL §11201)

- For MPOs serving a TMA, in designating officials or representatives for the MPO for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the **equitable and proportional representation** of the population of the metropolitan planning area. (23 USC 134(d)(3)(D))

Objective F.7 (new)

MPO Coordination on Data (IIJA/BIL §11201)

- When more than one MPO has been designated to serve a single urbanized area, the MPOs serving that urbanized area shall ensure, to the maximum extent practicable, the **consistency of any data** used in the planning process, including information used in forecasting travel demand. (23 USC 134(g)(4))

Objective D.6 (modified)

7

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Housing Coordination (IIJA/BIL §11201)

- **Better connecting housing and employment** is added to the purposes of the transportation planning process. (23 USC 134(a)(1))
- MPOs are encouraged to consult with officials responsible for other planning activities in the area including **housing** to coordinate its transportation planning process with these activities to the maximum extent practicable. (23 USC 134(g)(3))
- MPOs shall include **affordable housing organizations** among the list of stakeholders and agencies whom the MPO shall provide a reasonable opportunity to be involved in the metropolitan transportation planning process.
- Added to Planning Factor (#5): The metropolitan and statewide planning processes shall provide for consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, **housing**, and economic development patterns. (23 USC 134(h)(1)(E))

Objective E.6 (new) | Objective F.9 (new) | Objective G.5 (modified)

8

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Housing Coordination (*continued)* (IIJA/BIL §11201)

- Participation by Interested Parties - Each MPO shall provide **affordable housing organizations** with a reasonable opportunity to comment on the MTP. (23 USC 134(i)(6)(A))
- MPOs serving a TMA may address the integration of **housing**, transportation, economic development strategies through a **housing coordination process**, and may develop a **housing coordination plan** as part of the transportation planning process. (23 USC 134(k)(4))

Objective E.6 (new) | Objective F.9 (new) | Objective G.5 (modified)

9

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Fiscal Constraint of the MTP (IIJA/BIL §11201)

- The outer years of the metropolitan transportation plan (MTP) are defined as "beyond the first 4 years" of the MTP (previously, the outer years of the MTP were defined as beyond the first 10 years of the plan). (IIJA/BIL Sec. 11202)
- For the outer years of the MTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

Objective G.7 (modified)

Also discussed in FHWA Certification of FL-AL 2045 LRTP: The LRTP does not clearly demonstrate overall fiscal constraint in accordance with 23 CFR 450.324(f)(11). FL-AL TPO Corrective Action (December 15, 2022) demonstrated Fiscal Constraint.

10

Federal Planning Emphasis Areas (2021)

Clean Energy / Resilient Future

- Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

- Accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.

Goal A (modified)

Objective F.10 (new)

Objective B.5 (modified)

Executive Order (EO) **14008** Tackling the Climate Crisis at Home and Abroad; EO **13990** Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis; and EO **14030** Climate-Related Financial Risk

11

Federal Planning Emphasis Areas (2021)

Equity and Justice40

- Advance racial equity and support for underserved and disadvantaged communities.

- Use strategies that:
  - improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
  - plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
  - reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
  - offer reduced public transportation fares as appropriate;
  - target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
  - consider equitable and sustainable practices while developing transit-oriented development

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

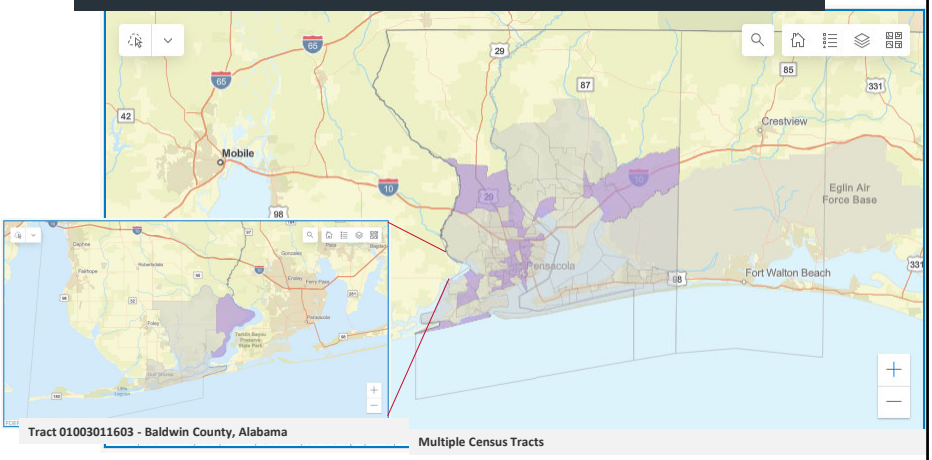
Goal F (modified)

Objective F.7 (new)

12

Federal Planning Emphasis Areas (2021): Justice40

USDOT Equitable Transportation Community (ETC) Explorer



Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

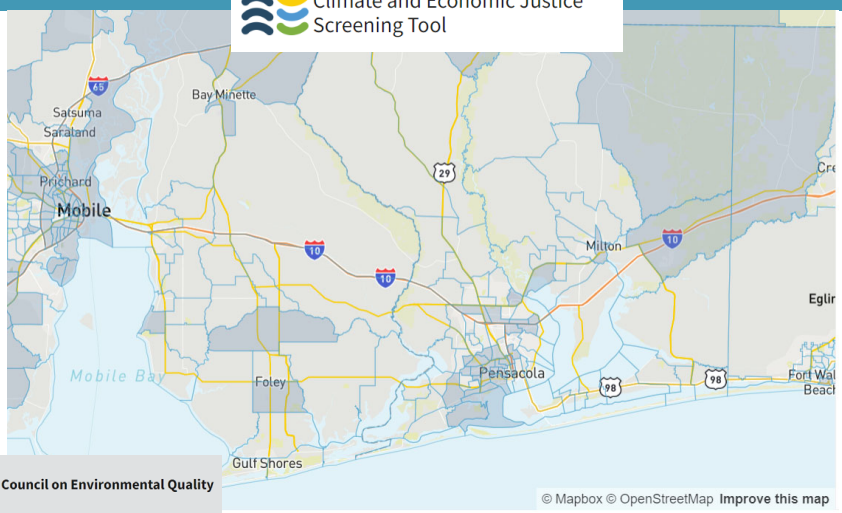
Goal F (modified)

Objective F.7 (new)

13

Federal Planning Emphasis Areas (2021): Justice40

Climate and Economic Justice Screening Tool



Council on Environmental Quality

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

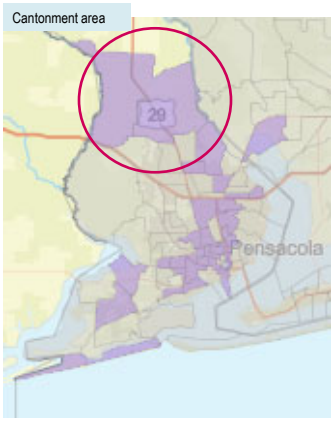
Goal F (modified)

Objective F.7 (new)

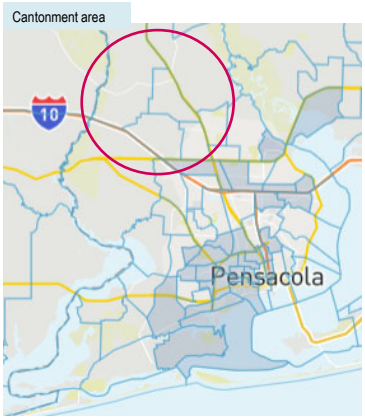
14

Federal Planning Emphasis Areas (2021): Justice40 tools (differences noted)

USDOT Equitable Transportation Community (ETC) Explorer



Climate and Economic Justice Screening Tool



Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

15

Federal Planning Emphasis Areas (2021): Justice40 USDOT has 40 Justice40 programs

Justice40 covered programs are Federal programs that make covered investments in any one of the following seven categories: climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of critical clean water and wastewater infrastructure.

Existing and new programs, including those created or expanded by the Bipartisan Infrastructure Law and the Inflation Reduction Act, that make covered investments in any of these categories are considered Justice40 covered programs.

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

16

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Federal Highway Administration (FHWA)

1. Carbon Reduction Program [BIL]
2. Charging & Fueling Infrastructure Grants [BIL]
3. Congestion Mitigation and Air Quality Improvement Program [BIL]
4. Congestion Relief Program [BIL]
5. Disadvantaged Business Enterprise Supportive Services [BIL]
6. National Electric Vehicle Infrastructure Formula Program [BIL]
7. Environmental Review Implementation Funds [IRA]
8. Nationally Significant Federal Lands and Tribal Projects [BIL]
9. Neighborhood Access and Equity Grant Program [IRA]
10. Reliability and Accessibility Accelerator Program [BIL]
11. On the Job Supportive Services [BIL]
12. PROTECT Formula Program [BIL]
13. PROTECT Discretionary Program [BIL]
14. Reduction of Truck Emissions at Port Facilities [BIL]
15. Transportation Alternatives (Surface Transportation Block Grant set-aside) [BIL]
16. Tribal High Priority Projects Program [BIL]
17. Tribal Transportation Facility Bridge Program [BIL]
18. Tribal Transportation Program [BIL]

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

17

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Federal Railroad Administration (FRA)

19. Consolidated Rail Infrastructure and Safety Improvements [BIL]
20. Federal-State Partnership for Intercity Passenger Rail [BIL]
21. Railroad Crossing Elimination Program [BIL]

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

18

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Federal Transit Administration (FTA)

22. All Station Accessibility Program (ASAP) BIL
23. Buses and Bus Facilities Competitive Program BIL
24. Buses and Bus Facilities Program Formula BIL
25. Electric or Low-Emitting Ferry Program BIL
26. Fixed Guideway Capital Investment Grants (CIG) BIL
27. Low or No Emission Vehicle Program BIL
28. Passenger Ferry Grant Program BIL
29. Innovative Coordinated Access and Mobility Pilot Program BIL
30. Rural Transit Funding Programs (Public Transportation on Indian Reservations Competitive) BIL
31. Transit-Oriented Development (TOD) Planning Program BIL

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

19

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Maritime Administration (MARAD)

32. United States Marine Highway Program BIL
33. Port Infrastructure Development Program BIL

Office of the Secretary of Transportation (OST)

34. National Infrastructure Project Assistance (MEGA) BIL
35. Nationally Significant Multimodal Freight and Highway Projects (INFRA) BIL
36. Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) BIL
37. Reconnecting Communities Grant Program BIL
38. Safe Streets & Roads for All BIL
39. SMART (Strengthening Mobility and Revolutionizing Transportation) BIL
40. Thriving Communities Program

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

20

Federal Planning Emphasis Areas (2021)

Complete Streets

- Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.
- The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

Objective F.3 (modified)

21

Federal Planning Emphasis Areas (2021)

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.

Objective B.1 (modified)

22

Federal Planning Emphasis Areas (2021)

Strategic Highway Network (STRAHNet) / DoD Coordination

- Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

Objective A.9 (modified)

23

Federal Planning Emphasis Areas (2021)

Federal Land Management Agency (FLMA) Coordination

- Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan

Objective A.9 (modified)

24

Federal Planning Emphasis Areas (2021)

Planning and Environmental Linkages (PEL)

- Implement PEL as part of the transportation planning and environmental review processes to consider environmental, community, and economic goals early in the transportation planning process.

Objective F.2 (modified)

25

Federal Planning Emphasis Areas (2021)

Data

- Incorporate data sharing and consideration into the transportation planning process.

Objective D.6 (modified)

26

State Guidance

- **FDOT Planning Emphasis Areas (2021)**
- FL Transportation Plan
- FL Freight Mobility and Trade Plan
- FL Strategic Highway Safety Plan
- FL Bicycle and Pedestrian Strategic Safety Plan
- FL Greenways and Trails System Plan
- FDOT Shared-Use Nonmotorized (SUN) Trail Plan
- FL Electric Vehicle Master Plan
- FL Rail System Plan

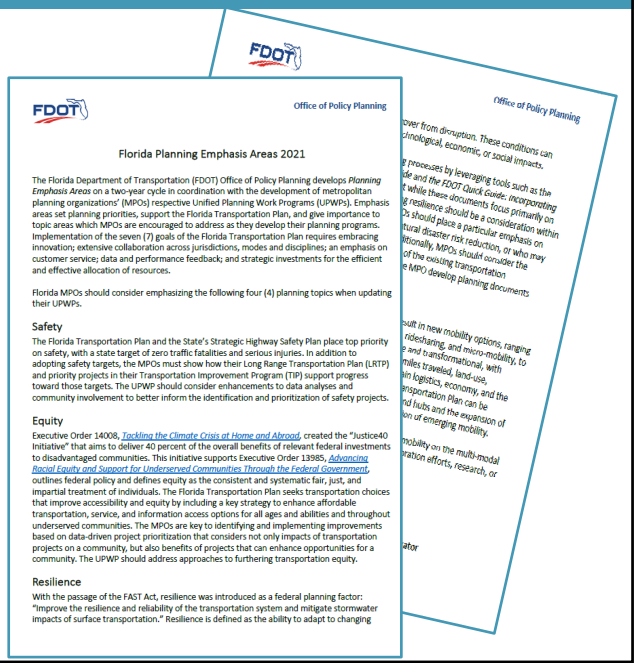
- AL Statewide Transportation Plan
- AL Strategic Highway Safety Plan
- AL Statewide Bicycle and Pedestrian Plan
- AL Intelligent Transportation System Business Plan



27

FDOT Planning Emphasis Areas (2021)

- Safety
- Equity
- Resiliency
- Emerging Mobility



FDOT

Office of Policy Planning

Florida Planning Emphasis Areas 2021

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 MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing

28

FDOT Planning Emphasis Areas (2021)

Safety

- Advance Florida's highest priority - the target of zero fatalities and serious injuries on the transportation system.

No changes needed

29

FDOT Planning Emphasis Areas (2021)

Equity

- Advance access to opportunity for affordable transportation services and information access options for all ages and abilities and throughout underserved communities.

Objective F.4 (modified)

30

FDOT Planning Emphasis Areas (2021)

Resiliency

- Adapt to changing conditions and preparing for, withstanding, and recovering from disruption.

Objective A.3 (modified)

31

FDOT Planning Emphasis Areas (2021)

Emerging Mobility

- Transform the transportation system through automated, connected, electric, and shared (ACES) vehicles as well as other non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.

Objective B.5 (modified)

32

Regional / Local / Military

- ECRC Comprehensive Economic Development Strategy
- ECRC Northwest FL Clean Cities Coalition
- ECRC Military Installation Resilience Review
- ECRC FL-AL Ped / Bike / Trails Master Plan
- County Comprehensive Plans
- City of Pensacola Mayoral Transition Committee Report
- City of Orange Beach Transportation Master Plan
- City of Orange Beach Growth Management Plan
- Perdido Key Master Plan and incorporation efforts
- City of Gulf Breeze Strategic Plan
- OLF8 Master Plan
- Beulah Master Plan
- NAS Pensacola Compatible Use Study
- Pensacola & Perdido Bays Estuary Program Plan

. . . and many others



33

2050 Vision and Mission

No changes proposed minor edit to delete reference to "2045"

Vision

The Florida-Alabama Transportation Planning Organization (TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competiveness, and protects the environment.

Mission

The Florida-Alabama TPO ~~2045~~ Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

34

2050 Goals and Objectives

Changes proposed in Goals A, and F

A transportation system that . . .

Goal A: . . . is resilient, safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated, connected, and innovative.

Goal E: . . . supports and promotes economic vitality.

Goal F: . . . equitable, supports a high quality of life respectful of the environment, public health and vulnerable users.

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

35

Florida-Alabama Transportation Planning Organization (FL-AL TPO) 2050 Long-Range Transportation Plan (LRTP)

Goals and Objectives Update (Draft)

[Draft prior to public, Steering Committee, and TPO input]

Vision
(no change proposed)

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

Mission
(no change proposed)

The FL-AL TPO Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Requirements (New / Changes)		
1. Federal Expectations / Emerging Issues (TBD)		
Topic	**Summary**	**Goal / Objective Proposed for Change**
TBD	**TBD**	**TBD**

2. Federal Law		
Topic	**Summary**	**Goal / Objective Proposed for Change**
Greenhouse Gas (GHG)	On December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a greenhouse gas (GHG) performance measure as part of Transportation Performance Management [88 FR 85364]. [23 CFR 490.105(c)(5)] The GHG performance measure is the percent change in tailpipe carbon dioxide (CO2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)] The GHG Final Rule applies to State departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The rule requires states to establish initial two- and four-year statewide GHG reduction targets and report those goals to FHWA by February 1, 2024. Subsequent targets must be established and reported by October 1, 2026. **TPOs must establish four-year GHG reduction targets** for their metropolitan planning areas, and certain TPOs serving urbanized areas with populations of 50,000 or more must establish additional joint targets.	Objective F.10 (new)

2. Federal Law

Topic	Summary	Goal / Objective Proposed for Change
IIJA/BIL §11201 Changes to 23 U.S.C. 134		
Public Involvement	States and MPOs may use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process. (23 USC 134(i)(6)(D) & 135(f)(3)(C))	Objective B.1 (modified)
Equitable and Proportional Representation	For MPOs serving a TMA, in designating officials or representatives for the MPO for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the equitable and proportional representation of the population of the metropolitan planning area. (23 USC 134(d)(3)(D))	Objective F.7 (new)
Data	When more than one MPO has been designated to serve a single urbanized area, the MPOs serving that urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand.	Objective D.6 (modified)
Housing	Better connecting housing and employment is added to the purposes of the transportation planning process. (23 USC 134(a)(1)) MPOs are encouraged to consult with officials responsible for other planning activities in the area including housing to coordinate its transportation planning process with these activities to the maximum extent practicable. (23 USC 134(g)(3)) MPOs shall include affordable housing organizations among the list of stakeholders and agencies whom the MPO shall provide a reasonable opportunity to be involved in the metropolitan transportation planning process. Added to Planning Factor (#5): The metropolitan and statewide planning processes shall provide for consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns. (23 USC 134(h)(1)(E)) Participation by Interested Parties - Each MPO shall provide affordable housing organizations with a reasonable opportunity to comment on the MTP. (23 USC 134(i)(6)(A))	Objective E.6 (new) Objective F.9 (new) Objective G.5 (modified)

2. Federal Law		
Topic	**Summary**	**Goal / Objective Proposed for Change**
	MPOs serving a TMA may address the integration of housing, transportation, economic development strategies through a housing coordination process, and may develop a housing coordination plan as part of the transportation planning process. (23 USC 134(k)(4))	
Fiscal Constraint	The outer years of the metropolitan transportation plan (MTP) are defined as "beyond the first 4 years" of the MTP (previously, the outer years of the MTP were defined as beyond the first 10 years of the plan). (IIJA/BIL Sec. 11202) For the outer years of the MTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Objective G.7 (modified)

3. Federal Planning Emphasis Areas (2021)

Topic	Summary	Goal / Objective Proposed for Change
Clean Energy / Resilient Future	Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.	Goal A (modified) Objective F.10 (new) Objective B.5 (modified)
Equity and Justice40	Advance racial equity and support for underserved and disadvantaged communities. Use strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.	Goal F (modified) Objective F.7 (new)
Complete Streets	Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.	Objective F.3 (modified)
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.	Objective B.1 (modified)

3. Federal Planning Emphasis Areas (2021)		
Topic	Summary	Goal / Objective Proposed for Change
Strategic Highway Network (STRAHNet) / U.S. DoD Coordination	Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.	Objective A.9 (modified)
Federal Land Management Agency (FLMA) Coordination	Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan.	Objective A.9 (modified)
Planning and Environment Linkages (PEL)	Implement PEL as part of the transportation planning and environmental review processes to consider environmental, community, and economic goals early in the transportation planning process.	Objective F.2 (modified)
Data	Incorporate data sharing and consideration into the transportation planning process.	Objective D.6 (modified)

4. State FDOT Planning Emphasis Areas (2021)

Topic	Summary	Goal / Objective Proposed for Change
Safety	Advance Florida's highest priority - the target of zero fatalities and serious injuries on the transportation system.	No changes needed
Equity	Advance access to opportunity for affordable transportation services and information access options for all ages and abilities and throughout underserved communities.	Objective F.4 (modified)
Resiliency	Adapt to changing conditions and preparing for, withstanding, and recovering from disruption.	Objective A.3 (modified)
Emerging Mobility	Transform the transportation system through automated, connected, electric, and shared (ACES) vehicles as well as other non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.	Objective B.5 (modified)

GOAL A: A transportation system that is resilient, safe, and secure.		
Objective	**Statement**	**Evaluation Criteria / Measure**
A.1	~~Develop projects that I~~ Increase safety for all motorized and non-motorized users ~~(such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities),~~ in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). ~~Identify performance targets for each performance measure. Identify methods to monitor and evaluate performance. Include a System Performance Report.~~	
A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.	
A.3	Ensure ~~that the~~ a resilient, sustainable regional transportation system ~~can~~ to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.	
A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).	
A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.	
A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.	
A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.	
A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.	
A.9	Coordinate and cooperate with the Department of Defense, Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies including federal land management agencies, to enhance the security of the transportation system including the Strategic Highway Network (STRAHNet).	

- Goal A is proposed for modification to incorporate resiliency, in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective A.3 is proposed for modification to incorporate a resilient and sustainable system, in accordance with the Federal 2021 Planning Emphasis Areas, and the FDOT 2021 Planning Emphasis Areas.
- Objective A.9 is proposed for modification to incorporate the DoD STRAHNet, and federal land management agencies, in accordance with the Federal 2021 Planning Emphasis Areas.

GOAL B: A transportation system that meets user needs.		
Objective	**Statement**	**Evaluation Criteria / Measure**
B.1	Obtain public input using targeted outreach efforts including Virtual Public Involvement (VPI) tools, and track results by ZIP code in accordance with the goals of the ~~2045~~ 2050 FL-AL LRTP Public Involvement Plan. Use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process.	
B.2	Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.	
B.3	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).	
B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.	
B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated, Connected, Electric, and Shared (ACES) Vehicles ~~Driving Systems (ADS)~~]. Accelerate ~~Introduce and expand~~ the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies including non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.	

- Objective B.1 is proposed for modification to update to current 2050 plans, to incorporate by Virtual Public Involvement (VPI) tools of the Federal Planning Emphasis Areas, and to incorporate IIJA §11201 requirements (23 USC 134(i)(6)(D) & 135(f)(3)(C))

- Objective B.5 is proposed for modification to incorporate an accelerated use of electric vehicles, in accordance with the Federal 2021 Planning Emphasis Areas, and the FDOT 2021 Planning Emphasis Areas.

GOAL C: A transportation system that is maintained and operated efficiently.		
Objective	**Statement**	**Evaluation Criteria / Measure**
C.1	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.	
C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.	
C.3	Ensure that appropriate stormwater measures are included in all roadway projects.	
C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies, and incorporate results from previous Corridor Management Studies.	

- No changes are proposed.

GOAL D: A transportation system that Is multimodal, integrated, connected, and innovative.		
Objective	**Statement**	**Evaluation Criteria / Measure**
D.1	Interconnect land uses and transportation facilities.	
D.2	Increase the accessibility and mobility of people and goods.	
D.3	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS]~~, and Automated Driving Systems [ADS]~~).	
D.4	Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.	
D.5	Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.	
D.6	Advance the flow of traveler information (such as innovative technology) and data sharing to ensure the consistency of data used in the planning process, including information used in forecasting travel demand.	
D.7	Seek opportunities to provide a passenger rail system.	

- Objective D.6 is proposed for modification to incorporate greater data sharing, in accordance with the Federal 2021 Planning Emphasis Areas, and IIJA/BIL §11201 (23 USC 134(g)(4)).

GOAL E: A transportation system that supports and promotes economic vitality.		
Objective	**Statement**	**Evaluation Criteria / Measure**
E.1	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.	
E.2	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.	
E.3	Implement projects that will support the military's ability to carry out its missions at the region's installations.	
E.4	Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations.	
E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.	
E.6	Promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.	

- Objective E.6 (new) added to address IIJA/BIL §11201 (23 USC 134(h)(1)(E)).

GOAL F A transportation system that is equitable, supports a high quality of life, respectful of the environment, public health, and vulnerable users.		
Objective	**Statement**	**Evaluation Criteria / Measure**
F.1	Consider the health impacts of projects and policies for transportation investments.	
F.2	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation through Planning and Environmental Linkages to consider environmental, community, and economic goals.	
F.3	Implement complete street and/or context sensitive design ~~into projects.~~ to prioritize safety, comfort, and access for people who use the street network to provide an equitable and safe network for travelers of all ages and abilities, including those from marginalized communities.	
F.4	Improve para-transit services. Advance access to affordable transportation services for all ages and abilities and throughout underserved communities.	
F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.	
F.6	Maintain air quality attainment status for ground level ozone.	
F.7	Align transportation system infrastructure investments to advance racial equity and support for underserved and disadvantaged communities, considering equitable and proportional representation of the population of the metropolitan planning area.	
F.8	Advance the USDOT Equity Action Plan Key Performance Indicator for Justice40 to deliver 40 percent of the benefits of Federal transportation investment to disadvantaged communities.	
F.9	Coordinate affordable housing with transportation planning, including affordable housing stakeholders in the transportation planning process.	
F.10	Achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050. The GHG performance measure is the percent change in tailpipe carbon dioxide (CO_2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO_2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)]	

- Goal F is proposed for modification to incorporate equity, in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.2 is proposed for modification to incorporate Planning and Environmental Linkages (PEL), in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.3 is proposed for modification to expand Complete Streets, in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.4 is proposed for modification to expand on affordable transportation services, in accordance with the FDOT 2021 Planning Emphasis Areas.
- Objective F.7 is proposed (new) to incorporate equity, in accordance with the Federal 2021 Planning Emphasis Areas, and IIJA/BIL §11201 (23 USC 134(d)(3)(D)).
- Objective F.8 is proposed (new) to advance the USDOT Equity Action Plan and Justice40.
- Objective F.9 is proposed (new) to incorporate housing considerations with transportation planning under IIJA/BIL §11201 (23 USC 134(a)(1)); (23 USC 134(g)(3)); (23 USC 134(h)(1)(E)); (23 USC 134(i)(6)(A)); and (23 USC 134(k)(4)).
- Objective F.10 is proposed (new) to incorporate GHG targets, in accordance with the Federal 2021 Planning Emphasis Areas, and new federal law. On December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a greenhouse gas (GHG) performance measure as part of Transportation Performance Management [88 FR 85364]. [23 CFR 490.105(c)(5)]

GOAL G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.		
Objective	**Statement**	**Evaluation Criteria / Measure**
G.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.	
G.2	Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.	
G.3	Ensure consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).	
G.4	Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.	
G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Housing, ~~Tribal,~~ and Utilities) Tribes, and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.	
G.6	Coordinate with health and education planning efforts to ensure holistic community planning (economic, health, education, etc).	
G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the ~~FDOT~~ Revenue Forecast, beyond the first four *Outer Years*.	

- Objective G.5 is modified to incorporate Housing to incorporate IIJA/BIL §11201 Changes to 23 U.S.C. 134, and to clarify that Tribes are not agencies.
- Objective G.7 is modified to incorporate IIJA/BIL §11201 requirements.

U.S. Department of Transportation
Federal Highway Administration

Federal Transit Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Deputy Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

(See EO 14008 on "Tackling the Climate Crisis at Home and Abroad," EO 13990 on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." EO 14030 on "Climate-Related Financial Risk," See also FHWA Order 5520 "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "Hazard Mitigation Cost Effectiveness Tool," FTA's "Emergency Relief Manual," and "TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters")

Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (***Advancing Racial Equity and Support for Underserved Communities***) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity." In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to 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. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available here.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers 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. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available here.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

Office of Policy Planning

Florida Planning Emphasis Areas 2021

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 MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing

conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and *the FDOT Quick Guide: Incorporating Resilience* in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

Contact Information:
Abra Horne, FDOT, Metropolitan Planning Administrator
850-414-4901
Abra.Horne@dot.state.fl.us

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #1
Meeting Summary January 30, 2024

Members Attending

Bryant Paulk, FDOT
Vernon Compton, CAC
Alan Isaacson, CAC
Shawn Ward for Zakkiyyah Osuigwe, TCC
Wendy Gavin, TCC
Ann Simpson, Balwin Regional Area Transit System
Scott Davidson, Hurlburt Field
Christy Johonson, FDOT (On-line)
Holly Cohen, FDOT Freight (On-line)
Jeb Smith, CAC (On-line)
Andrew Holmer, TCC (On-line)
Sarah Hart Sislak, TCC (On-line)

Members Not Attending

Vince Beebe, ALDOT
Scott Moseley, ALDOT
Jim Kauffman. CAC
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Roy Remington, Pensacola International Airport
Clark Merritt, Port of Pensacola
Christian Wagley, Bicycle Perspective
Rodriques Kimbrough, Escambia County Area Transit

Others Attending

Chris Phillips, Escambia County (On-line)
Nick Lepp, HDR (On-line)
Austin Mount, Emerald Coast Regional Council
Mary Beth Washnock, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council
Angela Bradley, Emerald Coast Regional Council (On-line)
Rae Emary, Emerald Coast Regional Council (On-line)
Jessica Walton, Emerald Coast Regional Council (On-line)
Gary Kramer, Emerald Coast Regional Council
Cory Wilkinson, HDR

Handouts (Agenda, PowerPoint, Goals and Objectives Mark-Up, and Project Schedule)

A. Introductions and Welcome

- The meeting was held both on-line (Teams Meeting), and in-person at the Emerald Coast Regional Council new offices at 418 E Gregory Street Suite 100, Pensacola, FL 32502.
- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan.

B. Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer and Cory Wilkinson explained the Long-Range Transportation Plan is updated every five years and must maintain a 20-year planning horizon. The 2050 Long Range Transportation Plan must be adopted by the TPO prior to October 14, 2025.

C. Project Schedule

- Cory Wilkinson discussed the proposed project schedule by task, months for public meetings, and months the Long-Range Transportation Plan products are tentatively to be presented to the TPO and Advisory Committee Meetings.
- Following Steering Committee Meeting #1, three public meetings are scheduled:
    - Goals and Objectives Public Meeting 1: Thursday, March 7. 10:00 – 11:30. Lillian Community Club (34148 Widell Ave, Lillian, AL 36549)
    - Goals and Objectives Public Meeting 2: Thursday, March 7. 5:30 – 6:30 p.m. Santa Rosa Co Chamber (4315 Avalon Blvd, Milton FL 32548)
    - Goals and Objectives Public Meeting 3: Friday, March 8. 9:30 – 11:30. ECRC (418 E. Gregory St, Suite 100, Pensacola, FL 32502)
- The schedule for Steering Committee Meeting #2 was discussed at the conclusion of the meeting.

D. Review of Supporting Documents and Goals and Objectives

- Cory Wilkinson presented a PowerPoint for supporting documents, the 2050 Long Range Transportation Plan Goals and Objectives, and recommended changes/additions to the 2045 Long Range Transportation Plan Goals and Objectives for the initial Draft 2050 Long Range Transportation Plan Goals and Objectives.

- Changes were reviewed to include:
    - 10 Federal Planning Factors
    - Changes in Federal Law
        - Greenhouse Gas (GHG) performance measure
        - Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)
        - Federal Planning Emphasis Areas
    - State Guidance
        - FDOT Planning Emphasis Areas
        - Review of AL and FL other state plans
    - Regional, Local, and Military Plans

        - ECRC Military Installation Resilience Review
        - ECRC FL-AL Ped / Bike / Trails Master Plan
        - Other local plans reviewed in PowerPoint

- With each change, it was noted where updates to the Goals and Objectives are recommended.

- The Mission and Vision Statements were reviewed. The Steering Committee agreed to retain as is, with the only change to remove "2045" from the Mission Statement.

- The only changes proposed to the Goals are:
    - Goal A: add "resilient"
    - Goal F: add "equitable"

- Changes or additions to Objectives were reviewed. The Steering Committee was asked to review and provide any wording or language changes back to Gary.

- Since distribution of the draft materials prior to the meeting, the following additional changes were discussed.
    - Steering Committee Member Isaacson mentioned the word "ensure" appears and is recommends it be changed to "strive for". The Steering Committee Members agreed.
    - Updated BRATS to Baldwin Regional Area Transit.
    - Goal F, Objectives F3 and F7. Incorporate greater recognition of plans and not just project implementation because of the length of time it takes to see a completed project. Steering Committee Member Compton will make the suggested text modifications.
    - Following the meeting, Steering Committee Member Compton also requested additional visibility of the following:
        - Greater emphasis on pedestrian / bike facilities.
        - Greater emphasis on wildlife corridors.

E. Update on Community Profile

- Cory Wilkinson gave an update on the Community Profile process and is in the process of working with the University of West Florida Haas Center to develop this product. It was requested that the disadvantaged communities be included in the Area Profiles.

F. Comments from the Committee Members and Public

- No additional comments were provided, either in-person or on-line.

G. Next Steps

- Gary Kramer led a discussion regarding possible dates for the next meeting in March. Last week in March was eliminated because of Spring Break in Escambia, Santa Rosa, and Baldwin Counties.

- Gary Kramer mentioned that Goals Objectives are to be presented to the TPO at the April meeting for approval.

H. <u>Adjournment</u>

- The meeting was adjourned by Gary Kramer.

Appendix D: 2050 Public Workshops

- Agenda
- Presentation
- Minutes

Florida-Alabama TPO
Transportation Planning Organization

Colten Wright
Chairman

Jerry Johnson
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.ecrc.org

AGENDA

2050 Long Range Transportation Plan Update
Goals and Objectives Public Workshop

A. **Introductions and Welcome –** Gary Kramer, TPO Staff

B. **Overview of the TPO –** Tiffany Bates, TPO Staff

C. **Overview of LRTP –** Gary Kramer, TPO Staff

D. **Review of Draft Goals and Objectives –** Cory Wilkinson, HDR

E. **Comments from the Public**

F. **Next Steps –** Gary Kramer, TPO Staff

G. **Adjourn**

FLORIDA-ALABAMA
2050 LONG RANGE TRANSPORTATION PLAN

Colten Wright Chair
Jerry Johnson Vice Chair

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Florida-Alabama Transportation Planning Organization (FL-AL TPO)

2050 Long Range Transportation Plan (LRTP)

Goals and Objectives

Gary Kramer, Long Transportation Plan Project Manager ECRC

Tiffany Bates, Community Liaison ECRC

Cory Wilkinson, AICP CEP – Project Manager General Planning Consultant

March 2024

2

Before we begin. . . it is time for a quick intro. . . .

What is a TPO?

Transportation
Planning
Organization
(TPO)

- Urbanized areas of 50,000 or more population required to have a **continuing, cooperative, and comprehensive** transportation planning process.
- 1970 Census established the Metropolitan Planning Organization (MPO) --- also known as the **Transportation Planning Organization** (TPO) --- in the Pensacola Urbanized Area.



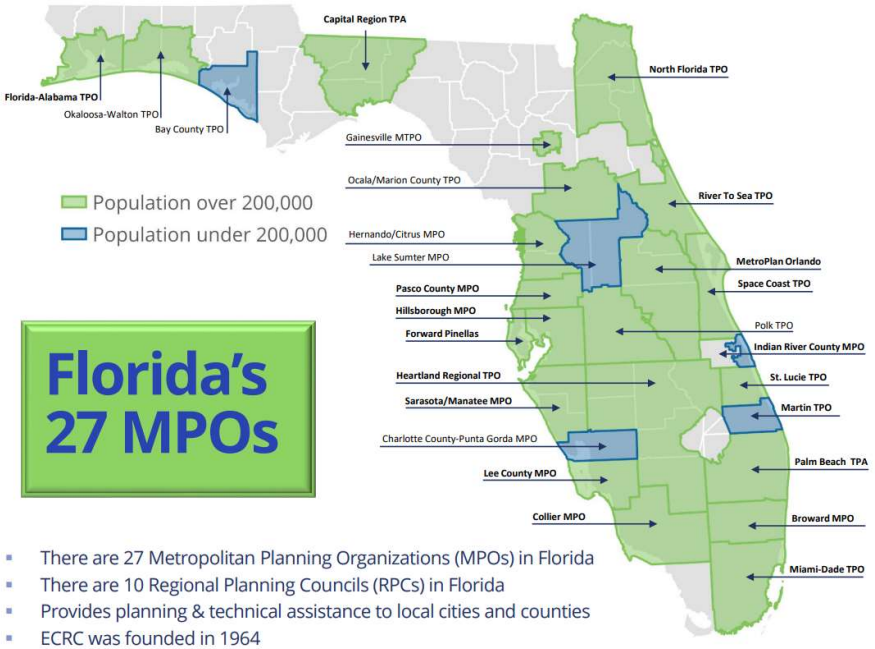
EMERALD COAST REGIONAL COUNCIL 2.0

3

intro. . . .

What is a TPO?

Transportation
Planning
Organization
(TPO)



- There are 27 Metropolitan Planning Organizations (MPOs) in Florida
- There are 10 Regional Planning Councils (RPCs) in Florida
- Provides planning & technical assistance to local cities and counties
- ECRC was founded in 1964

EMERALD COAST REGIONAL COUNCIL 2.0

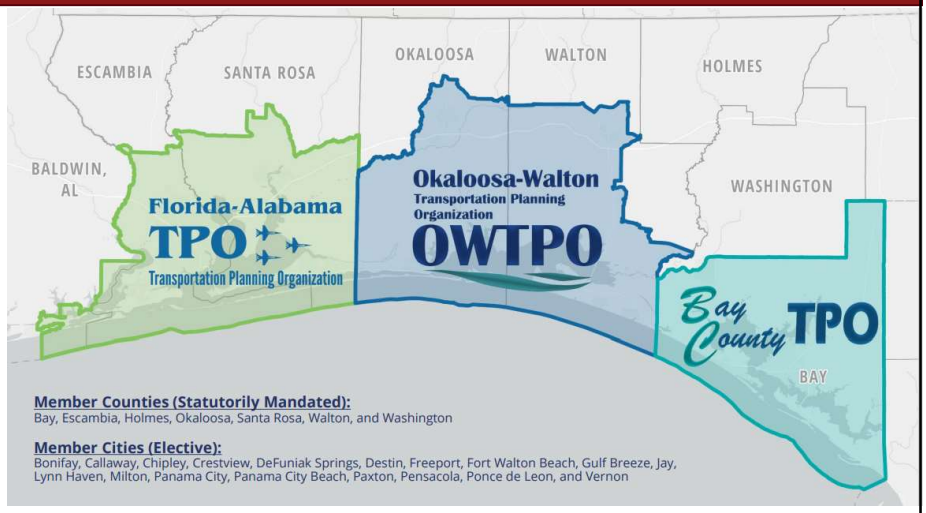
4

intro. . . .

What is a TPO?

Transportation
Planning
Organization
(TPO)

- We have 3 TPOs in Northwest Florida
- Includes Baldwin County, Alabama



5

intro. . . .

Who comprises the FL-AL TPO?

- Emerald Coast Regional Council (ECRC) staffs the TPO

- The TPO consists of **local government officials** who make transportation-related decisions at a regional level.
- **County Commissioners**
  - 5 Escambia County
  - 5 Santa Rosa County
  - 1 Baldwin County
- **City Council Members**
  - 5 Pensacola
  - 1 Milton
  - 1 Gulf Breeze
  - 1 Orange Beach

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intro. . . .

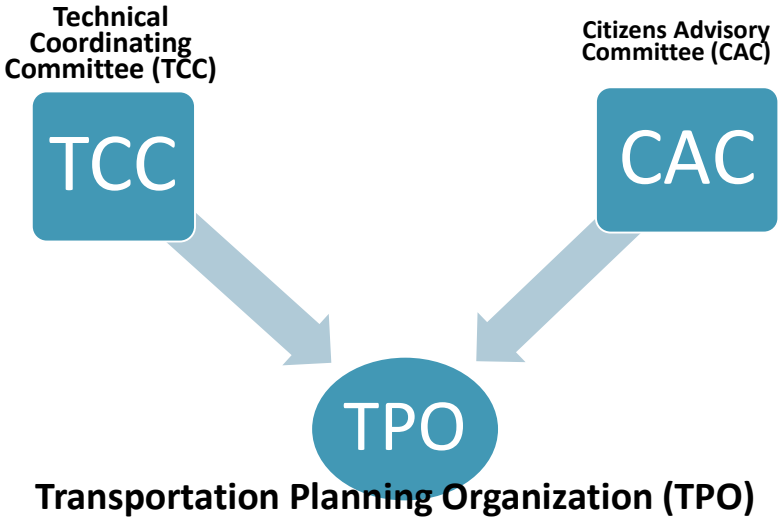
Who is ECRC?

- Emerald Coast Regional Council (ECRC) staffs the TPOs
- ECRC has a long history in Northwest Florida (60 years!)
- ECRC is one of 10 regional councils in Florida
- ECRC coordinates intergovernmental solutions across the region
- www.ecrc.org

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intro. . . .

Advisory committees support the TPO



8

TPO Products

- Today we are discussing the **2050 Long-Range Transportation Plan (LRTP)**
- Updated every 5 years
- 20-year planning horizon

Project Priorities

Pedestrian Bicycle Plan

Freight Plan

Congestion Management Process

Intelligent Transportation System (ITS) Plan

Transportation Improvement Program (TIP)

Long Range Transportation Plan (LRTP)

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Long Range Transportation Plan Tasks

- **Public Participation (WE ARE HERE)**
- **Goals and Objectives (WE ARE HERE)**
- **Congestion Management Process**
- **Evaluation Criteria**
- **Financial Resources**
- **Needs Assessment**
- **Cost Feasible Plan (Must be approved by October 14, 2025)**



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Public Outreach for Goals and Objectives

MEETING 1 BALDWIN COUNTY, AL
- Thursday, March 7, 2024; 10:00 – 11:30 a.m.
- Lillian Community Club

MEETING 2 SANTA ROSA COUNTY, FL
- Thursday, March 7, 2024; 5:30 – 6:30 p.m.
- Santa Rosa County Chamber

MEETING 3 ESCAMBIA COUNTY, FL
- Friday, March 8, 2024; 9:30 – 11:30 a.m.
- Emerald Coast Regional Council





Additional public outreach provided throughout LRTP process.

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Public Outreach for Goals and Objectives



LRTP Goals and Objectives Survey

The Florida-Alabama Transportation Planning Organization (TPO) completes many transportation plans; among them is the Long Range Transportation Plan (LRTP). The LRTP is completed every five years. The 2050 LRTP needs to be completed by October 14, 2025. There are several tasks that comprise the LRTP. The first task is Goals and Objectives. The draft Vision and Mission Statements are listed in the paragraph below followed by the listing of the draft Goals. Your responses to draft Goals will be reviewed by a LRTP Steering Committee before they are presented the TPO Policy Board and Advisory Committees in April. For additional information on the TPO, please visit the site below:
ecrc.org/FLALTPO

Please answer the questions below by saying yes in agreement with the stated goal or no to disagree. Please submit your survey responses by March 14, 2024.

WE WANT TO HEAR FROM YOU!

The Florida-Alabama TPO 2050 Long Range Transportation Plan (LRTP) update process has begun. We want to hear your thoughts and ideas on what is incuded in the plan. Three (3) public workshops have been scheduled to discuss the Goals and Objectives for the FL-AL 2050 LRTP across the TPO region. Check the schedule below to find a workshop near you.

Surveys and Comment Cards are available.

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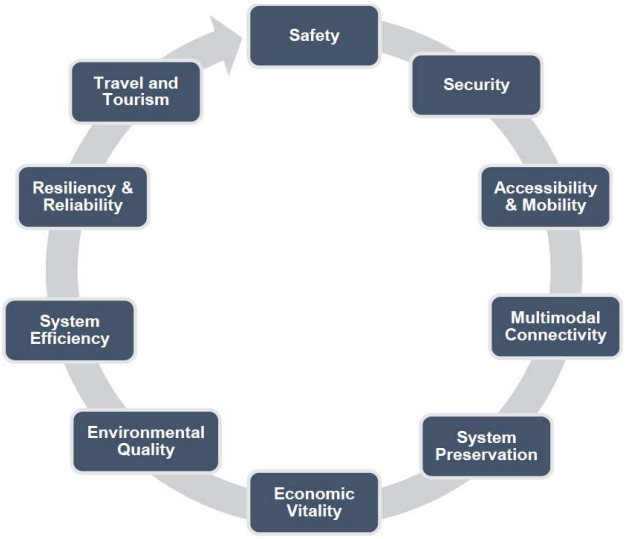
Development of Goals and Objectives

Federal

- Planning Factors
- Federal Law
- Planning Emphasis Areas

State

- FL Department of Transportation (FDOT)
- AL Department of Transportation (ALDOT)



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Changes to Federal Law

- **Greenhouse Gas (GHG) Performance Measures**
- **Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)**
  - Public involvement; Equitable and proportional representation
  - Data sharing and consistency
  - Housing, affordable housing representation
  - Fiscal constraint
- **Federal Planning Emphasis Areas**
  - Clean energy, resilience
  - Equity and Justice40; public involvement
  - Complete Streets
  - U.S. Defense Department / Strategic Highway Network coordination
  - Federal Land Management Agency (FLMA) coordination
  - Planning and Environmental Linkages (PEL); Data sharing

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State Plans

- FDOT Planning Emphasis Areas (2021)
- FL Transportation Plan
- FL Strategic Highway Safety Plan
- FL Freight Mobility and Trade Plan
- FL Bicycle and Pedestrian Strategic Safety Plan
- FL Greenways and Trails System Plan
- FDOT Shared-Use Nonmotorized (SUN) Trail Plan
- FL Electric Vehicle Master Plan
- FL Rail System Plan
- Others



- AL Statewide Transportation Plan
- AL Statewide Freight Plan
- AL Strategic Highway Safety Plan
- AL Statewide Bicycle and Pedestrian Plan
- AL Intelligent Transportation System Business Plan
- Others



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Regional, Local, Military Plans

- ECRC Comprehensive Economic Development Strategy
- ECRC Military Installation Resilience Review
- City and County Comprehensive and Master Plans
- Pedestrian / Bike / Trail plans
- Port and Freight plans
- Electric Vehicle plans
- Regional growth plans (OLF8, Beulah)
- Regional environmental plans (Pensacola and Perdido Bays Estuary Program)
- Naval Air Station Pensacola, Whiting, Eglin, Hurlburt program plans
- Transit Development Plans
- Others







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Vision

The Florida-Alabama Transportation Planning Organization (TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

No change from 2045

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Mission

The Florida-Alabama TPO ~~2045~~ Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Minor change from 2045

18

Goals and Objectives

A transportation system that . . .

Goal A: . . . is resilient, safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated, connected, and innovative.

Goal E: . . . supports and promotes economic vitality.

Goal F: . . . is equitable, and supports a high quality of life respectful of the environment, public health and vulnerable users.

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

Minor changes from 2045

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Goals and Objectives Changes

Resilient, safe, secure	meets needs	maintained operated efficiently	multimodal, integrate, connected	economic vitality	**equitable**, environment, health	consistent, continuing, cooperative, comprehensive
A1	B1	C1	D3	E1	F2	G2
A3	B5	C3	D5	E6*	F3	G3
A9			D6		F4	G5
					F7*	G6
					F8*	G7
					F9*	
					F10*	

**** new***

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Next Steps and Questions?



Action item at the April TPO and Advisory Committee Meetings

Gary Kramer, ECRC Long Range Transportation Plan Project Manager
850-332-7976, ext. 219 gary.kramer@ecrc.org

Tiffany Bates, ECRC Community Liaison
850-332-7976, ext. 217 tiffany.bates@ecrc.org

Cory Wilkinson, AICP CEP, HDR Project Manager
850-429-8944 cory.wilkinson@hdrinc.com

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2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Public Meeting #1 [Goals and Objectives]
Meeting Summary March 7, 2024
Baldwin County, AL
Lillian Community Club
34148 Widell Ave, Lillian, AL 36549 (10:00 – 11:30 a.m.)

A. Introductions and Welcome

- The meeting was held in-person at the Lillian Community Club; 34148 Widell Ave, Lillian, AL 36549; beginning at 10:00 a.m.
- Gary Kramer welcomed the participants to the Goals and Objectives Public Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP) and asked the representatives in attendance to introduced themselves.

B. Overview of the TPO, ECRC, and the LRTP Process

- Tiffany Bates provided an overview of the TPO, ECRC, the LRTP tasks and project schedule, and ways to provide public input.

C. Goals and Objectives Update Process

- Cory Wilkinson discussed the process of developing the 2050 Goals and Objectives beginning with changes in three categories: federal, state, and regional / local / military.
- Federal changes include Planning Factors, Federal Law, and Planning Emphasis Areas. Each were reviewed at a summary level. Changes in federal law include greenhouse gas emissions performance measures, Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) requirements, and updates to the Federal Planning Emphasis Areas.
- State changes include updates to planning documents for both the Florida Department of Transportation (FDOT) and the Alabama Department of Transportation (ALDOT).
- Local / Regional / Military changes include the ECRC Military Installation Resilience Review, comprehensive plans, bike / ped / trail plans, regional growth plans, military installation program plans, and transit development plans.

D. Goals and Objectives Updates

- Cory Wilkinson reviewed the Mission and Vision statements, consistent with the 2045 LRTP.
- Cory Wilkinson reviewed the seven primary Goals with the proposed minor changes in Goal A (to add "resilient") and Goal F (to add "equitable").
- Cory Wilkinson identified 19 Objectives with proposed minor changes, and 5 new Objectives in a summary table format, referring to a handout listing all 7 Goals, and all 48 Objectives.

E. Comments from Members and Public

- Public comment was requested. No participants had questions or comments.

F. Next Steps

- Gary Kramer mentioned that Goals Objectives are to be presented to a second meeting of the Steering Committee, and then to the TPO at the April meeting for approval.

G. Adjournment

- The meeting was adjourned by Gary Kramer.



2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Public Meeting #2 [Goals and Objectives]
Meeting Summary March 7, 2024
Santa Rosa County, FL
Santa Rosa County Chamber of Commerce
4315 Avalon Blvd, Milton, FL 32548 (5:30 – 6:30 p.m.)

A. Introductions and Welcome

- The meeting was held in-person at the Santa Rosa County Chamber of Commerce; 4315 Avalon Blvd, Milton, FL 32548; beginning at 5:30 p.m.
- Gary Kramer welcomed the participants to the Goals and Objectives Public Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP) and asked the representatives in attendance to introduced themselves.

B. Overview of the TPO, ECRC, and the LRTP Process

- Tiffany Bates provided an overview of the TPO, ECRC, the LRTP tasks and project schedule, and ways to provide public input.

C. Goals and Objectives Update Process

- Cory Wilkinson discussed the process of developing the 2050 Goals and Objectives beginning with changes in three categories: federal, state, and regional / local / military.
- Federal changes include Planning Factors, Federal Law, and Planning Emphasis Areas. Each was reviewed at a summary level. Changes in federal law include greenhouse gas emissions performance measures, Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) requirements, and updates to the Federal Planning Emphasis Areas.
- State changes include updates to planning documents for both the Florida Department of Transportation (FDOT) and the Alabama Department of Transportation (ALDOT).
- Local / Regional / Military changes include the ECRC Military Installation Resilience Review, comprehensive plans, bike / ped / trail plans, regional growth plans, military installation program plans, and transit development plans.

D. Goals and Objectives Updates

- Cory Wilkinson reviewed the Mission and Vision statements, consistent with the 2045 LRTP.
- Cory Wilkinson reviewed the seven primary Goals with the proposed minor changes in Goal A (to add "resilient") and Goal F (to add "equitable").
- Cory Wilkinson identified 19 Objectives with proposed minor changes, and 5 new Objectives in a summary table format, referring to a handout listing all 7 Goals, and all 48 Objectives.

E. Comments from Members and Public

- Concern for electric vehicles and the process for infrastructure funding.
- Concern for current sidewalk and landscaping installation on US 90 when the roadway is anticipated to be widened.
- Concern for amount of lighting on roadways, does not believe it helps with safety.
- Observation that Santa Rosa County was able to construct Pea Ridge Connector project more quickly than other FDOT projects. Perhaps local government should have a greater role in delivering transportation projects.
- Concern that East Milton industrial parks are growing rapidly and need to better accommodate freight and truck traffic to support economic growth on the US 90 corridor.
- Concern that we can't wait for a 2050 plan when improvements are needed now.
- Concern that changes proposed do not provide enough emphasis on people who use cars.
- Concern that survey form is misleading.
- Does not support any of the Goals and Objectives.
- Request to maintain focus on US 90 – there is no other option – get it done now.
- Request to provide enhanced access for military personnel along US 98 to Eglin / Hurlburt.
- Request for bicycle lanes on Berryhill Road, with additional capacity needed.
- Concern for maintaining historic character of Milton and Bagdad when so many trucks currently use the corridor to get to I-10. The SR 87 bypass is needed.
- Concern for who maintains truck route signage and enforcement.
- Provide greater emphasis on pedestrian and bicycle access.
- Provide greater emphasis on Complete Streets and intersection crossings.

F. Next Steps

- Gary Kramer stated that many of the comments received pertained to the Needs Plan component of the 2050 Long Range Transportation and will be reviewed as part of that task development.
- Gary Kramer mentioned that Goals Objectives are to be presented to a second meeting of the Steering Committee, and then to the TPO at the April meeting for approval.

G. Adjournment

- The meeting was adjourned by Gary Kramer.





2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Public Meeting #3 [Goals and Objectives]
Meeting Summary March 8, 2024
Escambia County, FL
Emerald Coast Regional Council (ECRC)
418 E. Gregory St, Suite 100, Pensacola, FL 32502 (9:30 – 10:30 a.m.)

A. Introductions and Welcome

- The meeting was held in-person at the Emerald Coast Regional Council (ECRC); 418 E. Gregory St, Suite 100, Pensacola, FL 32502; beginning at 9:30 a.m.
- Gary Kramer welcomed the participants to the Goals and Objectives Public Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP) and asked the representatives in attendance to introduced themselves.

B. Overview of the TPO, ECRC, and the LRTP Process

- Note: This module was not presented as there were no participants or additional members of the public present who had not already seen this information.

C. Goals and Objectives Update Process

- Cory Wilkinson discussed the process of developing the 2050 Goals and Objectives beginning with changes in three categories: federal, state, and regional / local / military.
- Federal changes include: Planning Factors, Federal Law, and Planning Emphasis Areas. Each were reviewed at a summary level. Changes in federal law include greenhouse gas emissions performance measures, Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) requirements, and updates to the Federal Planning Emphasis Areas.
- State changes includes updates to planning documents for both the Florida Department of Transportation (FDOT) and the Alabama Department of Transportation (ALDOT).
- Local / Regional / Military changes include the ECRC Military Installation Resilience Review, comprehensive plans, bike / ped / trail plans, regional growth plans, military installation program plans, and transit development plans.

D. Goals and Objectives Updates

- Cory Wilkinson reviewed the Mission and Vision statements, consistent with the 2045 LRTP.
- Cory Wilkinson reviewed the seven primary Goals with the proposed minor changes in Goal A (to add "resilient") and Goal F (to add "equitable").
- Cory Wilkinson identified 19 Objectives with proposed minor changes, and 5 new Objectives in a summary table format, referring to a handout listing all 7 Goals, and all 48 Objectives.

E. Comments from Members and Public

- Justin Baldwin requested additional emphasis be given to Trail Towns as a way to promote economic vitality. After discussion, it was decided that **Objective E4** could be modified to incorporate the additional emphasis:
    - Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations, including Trail Towns designated by the Florida Department of Environmental Protection Office of Greenways and Trails.
- A citizen representing Citizens Against Bike Road Theft provided a written statement of his comments at the beginning of the meeting but did not stay for the remainder of the meeting. His comments pertaining to the review of the survey are listed below. His comments pertaining to the Goals in the survey were forwarded to the Public Involvement Staff to include in the outreach report for the Survey and Comment Cards.
    - TRUE INTENT of this survey design: to achieve the appearance of citizen Buy-in to the TPO's Agenda by omitting specificity.
    - THE TPO AGENDA (Its stealth Mission Statement): TO fundamentally CURTAIL private AUTOMOBILE TRANSPORTATION.
    - THE METHOD(S):
        - PRIORITIZE Road funding toward confiscation of road space from Automobiles to Bicycle, Pedestrian, and "Open Space" projects.
        - Use the Bureaucratic process to force compliance into an anti-automobile agenda.
            - Example: Clandestine Surveys intended to feign Citizen Buy-in.
        - To manipulate citizen behavior by installing obstacles intended to reduce driving feasibility.
            - Social Engineering Tactics.
    - THE SURVEY IS:

        - An insidious use of psychological manipulation that mocks the intelligence of the citizenry.
        - It intentionally employs ambiguous statements to lead the recipient into agreement with the TPO's stated "Goals and Objectives."
    - HOW the SURVEY attempts to create an "appearance" of Citizen Acceptance WITHOUT providing a true picture of the TPO's agenda.
        - So they can declare acceptance to whatever they develop at a later date!

F. Next Steps

- Gary Kramer mentioned that Goals Objectives are to be presented to a second meeting of the Steering Committee, and then to the TPO at the April meeting for approval.

G. Adjournment

- The meeting was adjourned by Gary Kramer.

Appendix E: 2050 Steering Committee #2

- Agenda
- Presentation
- Handouts
- Minutes

Florida-Alabama TPO
Transportation Planning Organization

Colten Wright
Chairman

Jerry Johnson
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.ecrc.org

MEETING NOTICE

MEETING DATE: Tuesday, March 19, 2024
TO: LRTP Steering Committee Members
FROM: Gary Kramer, TPO Staff
RE: **2050 Long Range Transportation Plan Update Steering Committee Workshop #2**

The Florida-Alabama Transportation Planning Organization has scheduled a meeting of the LRTP Steering Committee for **Tuesday, March 19, 2024** at **10:00 a.m. at the Emerald Coast Regional Council – 418 E Gregory Street Suite 100, Pensacola, FL 32502**.

The agenda will include the following items:

A. **Introductions and Welcome –** Gary Kramer, TPO Staff

B. **Overview of LRTP Process, and Steering Committee –** Gary Kramer, TPO Staff

C. **Project Schedule –** Cory Wilkinson, HDR

D. **Overview of March 7th and 8th Public Workshops** – Cory Wilkinson, HDR

E. **Review of Updated Goals and Objectives –** Cory Wilkinson, HDR

F. **Initial review of Draft Evaluation Criteria –** Cory Wilkinson, HDR

G. **Update on Community Profiles –** Cory Wilkinson, HDR

H. **Comments from Committee Members and Public**

I. **Next Steps –** Gary Kramer, TPO Staff

J. **Adjourn**

https://meet.goto.com/ECRC-PensacolaConference/steeringcommittee-flaltpo2050lrtp

FLORIDA-ALABAMA
2050 LONG RANGE TRANSPORTATION PLAN

Colten Wright Chair
Jerry Johnson Vice Chair

1

Florida-Alabama Transportation Planning Organization (FL-AL TPO)

2050 Long Range Transportation Plan (LRTP)

Steering Committee #2

Gary Kramer, Long Transportation Plan Project Manager ECRC

Tiffany Bates, Community Liaison ECRC

Cory Wilkinson, AICP CEP – Project Manager General Planning Consultant

March 2024

2

Long Range Transportation Plan Tasks

- **Public Participation**
- **Goals and Objectives**

WE ARE HERE

- **Congestion Management Process**
- **Evaluation Criteria**
- **Financial Resources**
- **Needs Assessment**
- **Cost Feasible Plan** **(Must be approved by October 14, 2025)**



3

Public Outreach for Goals and Objectives

MEETING 1 BALDWIN COUNTY, AL
- Thursday, March 7, 2024; 10:00 – 11:30 a.m.
- Lillian Community Club
- See Meeting Summary Handout

MEETING 2 SANTA ROSA COUNTY, FL
- Thursday, March 7, 2024; 5:30 – 6:30 p.m.
- Santa Rosa County Chamber
- See Meeting Summary Handout

MEETING 3 ESCAMBIA COUNTY, FL
- Friday, March 8, 2024; 9:30 – 11:30 a.m.
- Emerald Coast Regional Council
- See Meeting Summary Handout





Additional public outreach provided throughout LRTP process.

4

Public Outreach for Goals and Objectives

Florida-Alabama TPO
Transportation Planning Organization

2050 LONG RANGE TRANSPORTATION PLAN

LRTP Goals and Objectives Survey

The Florida–Alabama Transportation Planning Organization (TPO) completes many transportation plans; among them is the Long Range Transportation Plan (LRTP). The LRTP is completed every five years. The 2050 LRTP needs to be completed by October 14, 2025. There are several tasks that comprise the LRTP. The first task is Goals and Objectives. The draft Vision and Mission Statements are listed in the paragraph below followed by the listing of the draft Goals. Your responses to draft Goals will be reviewed by a LRTP Steering Committee before they are presented the TPO Policy Board and Advisory Committees in April. For additional information on the TPO, please visit the site below:
ecrc.org/FLALTPO

Please answer the questions below by saying yes in agreement with the stated goal or no to disagree. Please submit your survey responses by March 14, 2024.

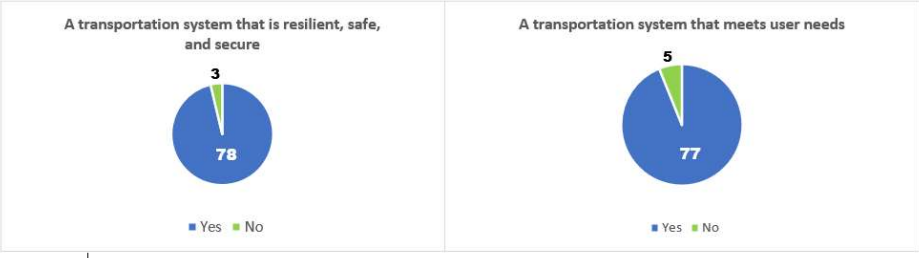
WE WANT TO HEAR FROM YOU!

The Florida-Alabama TPO 2050 Long Range Transportation Plan (LRTP) update process has begun. We want to hear your thoughts and ideas on what is incuded in the plan. Three (3) public workshops have been scheduled to discuss the Goals and Objectives for the FL-AL 2050 LRTP across the TPO region. Check the schedule below to find a workshop near you.

EMERALD COAST REGIONAL COUNCIL 2.0

5

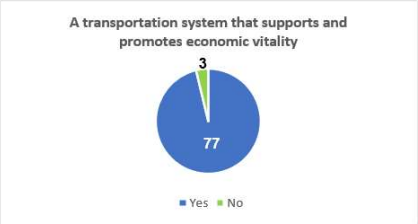
Public Outreach for Goals and Objectives

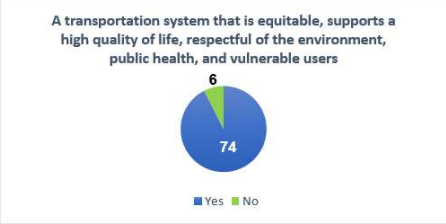


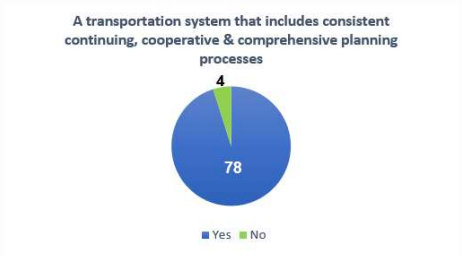
EMERALD COAST REGIONAL COUNCIL 2.0

6

Public Outreach for Goals and Objectives







7

Development of Goals and Objectives (Summary)

Federal

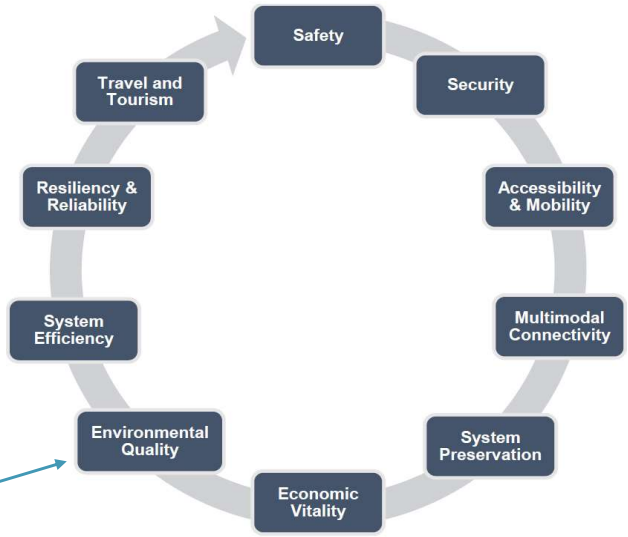
- Planning Factors
- Federal Law
- Planning Emphasis Areas

State

- FDOT
- ALDOT

Added in 2021:

[E] 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, housing, and economic development patterns.



8

Changes to Federal Law (Summary)

- **Greenhouse Gas (GHG) Performance Measures**



- **Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)**
  - Public involvement; Equitable and proportional representation
  - Data sharing and consistency
  - Housing, affordable housing representation
  - Fiscal constraint



- **Federal Planning Emphasis Areas (Dec 2021)**
  - Clean energy, resilience
  - Equity and Justice40; public involvement
  - Complete Streets
  - U.S. Defense Department / Strategic Highway Network (STRAHNet) coordination
  - Federal Land Management Agency (FLMA) coordination
  - Planning and Environmental Linkages (PEL); Data sharing



9

Development of Goals and Objectives (Summary)

FDOT

- FDOT Planning Emphasis Areas (2021)
  - Safety, Equity, Resiliency, Emerging Mobility
- FL Transportation Plan
- FL Freight Mobility and Trade Plan
- FL Strategic Highway Safety Plan
- FL Bicycle and Pedestrian Strategic Safety Plan
- FL Greenways and Trails System Plan
- FDOT Shared-Use Nonmotorized (SUN) Trail Plan
- FL Electric Vehicle Master Plan
- FL Rail System Plan



ALDOT

- AL Statewide Transportation Plan
- AL Statewide Freight Plan
- AL Strategic Highway Safety Plan
- AL Statewide Bicycle and Pedestrian Plan
- AL Intelligent Transportation System Business Plan



10

Regional, Local, Military Plans (Summary)

- ECRC Comprehensive Economic Development Strategy
- ECRC Military Installation Resilience Review
- City and County Comprehensive and Master Plans
- Pedestrian / Bike / Trail plans
- Port and Freight plans
- Electric Vehicle plans
- Regional growth plans (OLF8, Beulah)
- Regional environmental plans (Pensacola and Perdido Bays Estuary Program)
- Naval Air Station Pensacola, Whiting, Eglin, Hurlburt program plans
- Transit Development Plans
- Others







11

Vision



The Florida-Alabama Transportation Planning Organization (TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

No change from 2045

12

Mission

The Florida-Alabama TPO ~~2045~~ Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Minor change from 2045

13

Goals and Objectives

A transportation system that . . .

Goal A: . . . is resilient, safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated, connected, and innovative.

Goal E: . . . supports and promotes economic vitality.

Goal F: . . . is equitable, and supports a high quality of life respectful of the environment, public health and vulnerable users.

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

Minor changes from 2045

14

Goals and Objectives Changes

Resilient, safe, secure	meets needs	maintained operated efficiently	multimodal, integrate, connected	economic vitality	**equitable**, environment, health	consistent, continuing, cooperative, comprehensive
A1	B1	C1	D3	E1	F2	G2
A3	B5	C3	D5	E4	F3	G3
A9			D6	E6*	F4	G5
					F7*	G6
					F8*	G7
					F9*	
					F10*	

** new*

15

Goals and Objectives Changes from last meeting

Resilient, safe, secure

A3

~~Ensure~~ ~~that the~~ Strive for a resilient, sustainable regional transportation system ~~can~~ to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.

** new*

16

Goals and Objectives Changes change from last meeting

maintained
operated
efficiently

C1 Direct sufficient resources to preserve and enhance the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.

C3 ~~Ensure~~ Strive to include ~~that~~ appropriate stormwater measures ~~are included~~ in ~~all~~ roadway projects.

*** new**

17

Goals and Objectives Changes change from last meeting

economic
vitality

E1 Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ~~ensure~~ strive for efficient movement of people and goods.

*** new**

18

Goals and Objectives Changes change from last meeting

economic vitality

E4 Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations, including Trail Towns designated by the Florida Department of Environmental Protection Office of Greenways and Trails.

*** new**

19

Goals and Objectives Changes change from last meeting

equitable, environment, health

F2 Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation through Planning and Environmental Linkages to consider environmental, community, and economic goals including trails and wildlife corridors.

*** new**

20

Goals and Objectives Changes change from last meeting

consistent,
continuing,
cooperative,
comprehensive

G3 ~~Ensure~~ Strive for consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).

** new*

21

Draft Evaluation Criteria

- Refer to handout for changes to Goals and Objectives since last meeting and note new column for draft evaluation criteria.
- To be developed for Steering Committee #3.

22

Community Profiles Update



- University of West Florida Haas Center to develop Area Profile
- Anticipated mid-April 2024
- Baldwin Co, AL; Escambia Co, FL; and Santa Rosa Co, FL

- Population / seasonal trends
- Vehicle registration trends
- Military influences on trends
- Growth / housing trends
- Economic trends
- Hotel / motel trends
- Airport trends
- Port freight trends
- Industrial park truck trends
- Future growth areas
- Housing trends
- Disadvantaged communities

23

Comments? Next Steps and Questions?



Action item at the April TPO and Advisory Committee Meetings

Gary Kramer, Long Range Transportation Plan Project Manager
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Tiffany Bates, Community Liaison
850-332-7976, ext. 217 tiffany.bates@ecrc.org

Cory Wilkinson, AICP CEP, HDR Project Manager
850-429-8944 cory.wilkinson@hdrinc.com

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Florida-Alabama Transportation Planning Organization (FL-AL TPO) 2050 Long-Range Transportation Plan (LRTP)

Goals and Objectives Update (Draft)

[Draft following Steering Committee #1, Three public meetings, for review by Steering Committee #2]

Vision
(no change proposed)

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

Mission
(strike 2045)

The FL-AL ~~2045~~ TPO Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Requirements (New / Changes)

1. Federal Expectations / Emerging Issues (TBD)

Topic	Summary	Goal / Objective Proposed for Change
TBD	**TBD**	**TBD**

2. Federal Law

Topic	Summary	Goal / Objective Proposed for Change
Greenhouse Gas (GHG)	On December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a greenhouse gas (GHG) performance measure as part of Transportation Performance Management [88 FR 85364]. [23 CFR 490.105(c)(5)] The GHG performance measure is the percent change in tailpipe carbon dioxide (CO2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)] The GHG Final Rule applies to State departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The rule requires states to establish initial two- and four-year statewide GHG reduction targets and report those goals to FHWA by February 1, 2024. Subsequent targets must be established and reported by October 1, 2026. **TPOs must establish four-year GHG reduction targets** for their metropolitan planning areas, and certain TPOs serving urbanized areas with populations of 50,000 or more must establish additional joint targets.	Objective F.10 (new)

2. Federal Law		
Topic	**Summary**	**Goal / Objective Proposed for Change**
IIJA/BIL §11201 Changes to 23 U.S.C. 134		
Public Involvement	States and MPOs may use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process. (23 USC 134(i)(6)(D) & 135(f)(3)(C))	Objective B.1 (modified)
Equitable and Proportional Representation	For MPOs serving a TMA, in designating officials or representatives for the MPO for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the equitable and proportional representation of the population of the metropolitan planning area. (23 USC 134(d)(3)(D))	Objective F.7 (new)
Data	When more than one MPO has been designated to serve a single urbanized area, the MPOs serving that urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand.	Objective D.6 (modified)
Housing	Better connecting housing and employment is added to the purposes of the transportation planning process. (23 USC 134(a)(1)) MPOs are encouraged to consult with officials responsible for other planning activities in the area including housing to coordinate its transportation planning process with these activities to the maximum extent practicable. (23 USC 134(g)(3)) MPOs shall include affordable housing organizations among the list of stakeholders and agencies whom the MPO shall provide a reasonable opportunity to be involved in the metropolitan transportation planning process. Added to Planning Factor (#5): The metropolitan and statewide planning processes shall provide for consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns. (23 USC 134(h)(1)(E)) Participation by Interested Parties - Each MPO shall provide affordable housing organizations with a reasonable opportunity to comment on the MTP. (23 USC 134(i)(6)(A))	Objective E.6 (new) Objective F.9 (new) Objective G.5 (modified)

2. Federal Law		
Topic	**Summary**	**Goal / Objective Proposed for Change**
	MPOs serving a TMA may address the integration of housing, transportation, economic development strategies through a housing coordination process, and may develop a housing coordination plan as part of the transportation planning process. (23 USC 134(k)(4))	
Fiscal Constraint	The outer years of the metropolitan transportation plan (MTP) are defined as "beyond the first 4 years" of the MTP (previously, the outer years of the MTP were defined as beyond the first 10 years of the plan). (IIJA/BIL Sec. 11202) For the outer years of the MTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Objective G.7 (modified)

3. Federal Planning Emphasis Areas (2021)		
Topic	Summary	Goal / Objective Proposed for Change
Clean Energy / Resilient Future	Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.	Goal A (modified) Objective F.10 (new) Objective B.5 (modified)
Equity and Justice40	Advance racial equity and support for underserved and disadvantaged communities. Use strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.	Goal F (modified) Objective F.7 (new)
Complete Streets	Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.	Objective F.3 (modified)
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.	Objective B.1 (modified)

3. Federal Planning Emphasis Areas (2021)		
Topic	Summary	Goal / Objective Proposed for Change
Strategic Highway Network (STRAHNet) / U.S. DoD Coordination	Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.	Objective A.9 (modified)
Federal Land Management Agency (FLMA) Coordination	Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan.	Objective A.9 (modified)
Planning and Environment Linkages (PEL)	Implement PEL as part of the transportation planning and environmental review processes to consider environmental, community, and economic goals early in the transportation planning process.	Objective F.2 (modified)
Data	Incorporate data sharing and consideration into the transportation planning process.	Objective D.6 (modified)

4. State FDOT Planning Emphasis Areas (2021)

Topic	Summary	Goal / Objective Proposed for Change
Safety	Advance Florida's highest priority - the target of zero fatalities and serious injuries on the transportation system.	No changes needed
Equity	Advance access to opportunity for affordable transportation services and information access options for all ages and abilities and throughout underserved communities.	Objective F.4 (modified)
Resiliency	Adapt to changing conditions and preparing for, withstanding, and recovering from disruption.	Objective A.3 (modified)
Emerging Mobility	Transform the transportation system through automated, connected, electric, and shared (ACES) vehicles as well as other non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.	Objective B.5 (modified)

GOAL A: A transportation system that is resilient, safe, and secure.		
Objective	**Statement**	**Evaluation Criteria / Measure**
A.1	~~Develop projects that I~~ Increase safety for all motorized and non-motorized users ~~(such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities),~~ in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). ~~Identify performance targets for each performance measure. Identify methods to monitor and evaluate performance. Include a System Performance Report.~~	Roadway Safety Improvement Strategies (Crash rates based on Signal Four Analytics)
A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.	Level of Service (LOS) (based on Congestion Management Plan)
A.3	~~Ensure that the~~ Strive for a resilient, sustainable regional transportation system ~~can~~ to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.	Emergency Response (Project located on or connects to hurricane evacuation route) [note: GHG measures developed separately]
A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).	Project included in Transit Development Plan
A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.	Emergency Response (Project located on or connects to hurricane evacuation route)
A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.	
A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.	
A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.	Intermodal Access (Project on SIS, STRAHNET, military, otherwise regionally significant)
A.9	Coordinate and cooperate with the Department of Defense, Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies including federal land management agencies, to enhance the security of the transportation system including the Strategic Highway Network (STRAHNet).	

- Goal A is proposed for modification to incorporate resiliency, in accordance with the Federal 2021 Planning Emphasis Areas.

- Objective A.3 is proposed for modification to incorporate a resilient and sustainable system, in accordance with the Federal 2021 Planning Emphasis Areas, and the FDOT 2021 Planning Emphasis Areas.

- Objective A.9 is proposed for modification to incorporate the DoD STRAHNet, and federal land management agencies, in accordance with the Federal 2021 Planning Emphasis Areas.

- Objective A.3 Avoid word choice “ensure” (recommended at Steering Committee Meeting #1). Suggest “strive” instead.

GOAL B: A transportation system that meets user needs.		
Objective	**Statement**	**Evaluation Criteria / Measure**
B.1	Obtain public input using targeted outreach efforts including Virtual Public Involvement (VPI) tools, and track results by ZIP code in accordance with the goals of the ~~2045~~ 2050 FL-AL LRTP Public Involvement Plan. Use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process.	To be defined in Public Involvement Plan
B.2	Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.	Level of Service (LOS) (based on Congestion Management Plan)
B.3	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).	
B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.	
B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated, Connected, Electric, and Shared (ACES) Vehicles ~~Driving Systems (ADS)~~]. Accelerate ~~Introduce and expand~~ the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies including non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.	Connectivity (Project improves continuity or connectivity over the network)

- Objective B.1 is proposed for modification to update to current 2050 plans, to incorporate by Virtual Public Involvement (VPI) tools of the Federal Planning Emphasis Areas, and to incorporate IIJA §11201 requirements (23 USC 134(i)(6)(D) & 135(f)(3)(C))

- Objective B.5 is proposed for modification to incorporate an accelerated use of electric vehicles, in accordance with the Federal 2021 Planning Emphasis Areas, and the FDOT 2021 Planning Emphasis Areas.

GOAL C: A transportation system that is maintained and operated efficiently.		
Objective	**Statement**	**Evaluation Criteria / Measure**
C.1	Direct sufficient resources to preserve and enhance the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.	System maintenance / upgrade) (Project replaces / improves deficient infrastructure)
C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.	Structure maintenance / upgrade) (Project replaces / improves deficient structures)
C.3	~~Ensure~~ Strive to include ~~that~~ appropriate stormwater measures ~~are included~~ in ~~all~~ roadway projects.	Stormwater Implementation Plan (Project able to meet stormwater treatment / attenuation requirements)
C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies, and incorporate results from previous Corridor Management Studies.	Complete Streets (Project incorporates aspects other than capacity improvements)

- Objective C.1. Need additional emphasis to enhance existing infrastructure, especially bike / ped infrastructure (recommended at Steering Committee Meeting #1).
- Objective C.3. Avoid word choice “ensure” (recommended at Steering Committee Meeting #1).

GOAL D: A transportation system that Is multimodal, integrated, connected, and innovative.		
Objective	**Statement**	**Evaluation Criteria / Measure**
D.1	Interconnect land uses and transportation facilities.	Local Planning (Project is identified located in a Local Government Comprehensive Plan, Transit Development Plan, Master Plan, or similar)
D.2	Increase the accessibility and mobility of people and goods.	
D.3	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS]~~, and Automated Driving Systems [ADS]~~).	Local Planning (Project is identified located in a Bicycle / Pedestrian, Plan, Regional Trails Plan, Transit Development Plan, or similar)
D.4	Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.	Intermodal Goods Movement (Project on the SIS, or Regional Freight Plan Network, or enhances area around freight centers)
D.5	Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin ~~Rural~~ Regional Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.	Local Planning (Project is identified located in Transit Development Plan)
D.6	Advance the flow of traveler information (such as innovative technology) and data sharing for consistency of data used in the planning process, including information used in forecasting travel demand.	Project links to Congestion Management Plan, Intelligent Transportation System Plan, or similar.
D.7	Seek opportunities to provide a passenger rail system.	Project supports regional passenger rail linkages.

- Objective D.6 is proposed for modification to incorporate greater data sharing, in accordance with the Federal 2021 Planning Emphasis Areas, and IIJA/BIL §11201 (23 USC 134(g)(4)).
- Update BRATS to Baldwin Regional Area Transit System.

GOAL E: A transportation system that supports and promotes economic vitality.		
Objective	**Statement**	**Evaluation Criteria / Measure**
E.1	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ~~ensure~~ strive for efficient movement of people and goods.	Level of Service (LOS) (based on Congestion Management Plan)
E.2	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.	Project is on Highway of Commerce plan
E.3	Implement projects that will support the military's ability to carry out its missions at the region's installations.	Project is on STRAHNET or provides connection to military facilities
E.4	Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations, including Trail Towns designated by the Florida Department of Environmental Protection Office of Greenways and Trails.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)
E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.	Project provides linkage to corridors identified in Rural Transportation Plan
E.6	Promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)

- Objective E.6 (new) added to address IIJA/BIL §11201 (23 USC 134(h)(1)(E)).
- Objective E.1. Avoid word choice "ensure" (recommended at Steering Committee Meeting #1).

GOAL F A transportation system that is equitable, supports a high quality of life, respectful of the environment, public health, and vulnerable users.		
Objective	**Statement**	**Evaluation Criteria / Measure**
F.1	Consider the health impacts of projects and policies for transportation investments.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)
F.2	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation through Planning and Environmental Linkages to consider environmental, community, and economic goals including trails and wildlife corridors.	Regional Planning (Project is identified located in a Regional Trails Plan, does not bifurcate a wildlife corridor)
F.3	Implement complete street and/or context sensitive design ~~into projects.~~ to prioritize safety, comfort, and access for people who use the street network to provide an equitable and safe network for travelers of all ages and abilities, including those from marginalized communities.	Complete Streets (project is in an Complete Streets implementation plan or includes Complete Streets elements)
F.4	Improve para-transit services. Advance access to affordable transportation services for all ages and abilities and throughout underserved communities.	Local Planning (project is included in Transit Development Plan or similar plan)
F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.	Regional Planning (Project is identified located in a Regional Trails Plan, bicycle/pedestrian plan)
F.6	Maintain air quality attainment status for ground level ozone.	Level of Service (LOS) (based on Congestion Management Plan)
F.7	Align transportation system infrastructure investments to advance racial equity and support for underserved and disadvantaged communities, considering equitable and proportional representation of the population of the metropolitan planning area.	Project provides benefit to traditionally underserved communities
F.8	Advance the USDOT Equity Action Plan Key Performance Indicator for Justice40 to deliver 40 percent of the benefits of Federal transportation investment to disadvantaged communities.	Project provides benefit to traditionally underserved communities
F.9	Coordinate affordable housing with transportation planning, including affordable housing stakeholders in the transportation planning process.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)
F.10	Achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050. The GHG performance measure is the percent change in tailpipe carbon dioxide (CO_2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO_2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)]	[to be developed]

- Goal F is proposed for modification to incorporate equity, in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.2 is proposed for modification to incorporate Planning and Environmental Linkages (PEL), in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.2 is proposed for modification to provide additional emphasis on trails and wildlife corridors, currently a state-wide emphasis area.
- Objective F.3 is proposed for modification to expand Complete Streets, in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.4 is proposed for modification to expand on affordable transportation services, in accordance with the FDOT 2021 Planning Emphasis Areas.
- Objective F.7 is proposed (new) to incorporate equity, in accordance with the Federal 2021 Planning Emphasis Areas, and IIJA/BIL §11201 (23 USC 134(d)(3)(D)).
- Objective F.8 is proposed (new) to advance the USDOT Equity Action Plan and Justice40.
- Objective F.9 is proposed (new) to incorporate housing considerations with transportation planning under IIJA/BIL §11201 (23 USC 134(a)(1)); (23 USC 134(g)(3)); (23 USC 134(h)(1)(E)); (23 USC 134(i)(6)(A)); and (23 USC 134(k)(4)).
- Objective F.10 is proposed (new) to incorporate GHG targets, in accordance with the Federal 2021 Planning Emphasis Areas, and new federal law. On December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a greenhouse gas (GHG) performance measure as part of Transportation Performance Management [88 FR 85364]. [23 CFR 490.105(c)(5)]

GOAL G:
A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective	Statement	Evaluation Criteria / Measure
G.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)
G.2	Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin ~~Rural~~ Regional Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.	Local Planning (project is included in Transit Development Plan or similar plan)
G.3	~~Ensure~~ Strive for consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).	Economic Planning (project is included in Comprehensive Economic Development Plan, Tourist Development Plan, or similar plan)
G.4	Continue to reach out to the traditionally underserved populations during the planning process to ~~ensure~~ strive for access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.	To be developed by Public Involvement Plan
G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Housing, ~~Tribal,~~ and Utilities) Tribes, and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.	To be developed by Public Involvement Plan
G.6	Coordinate with health and education planning efforts to ~~ensure~~ strive for holistic community planning (economic, health, education, etc).	To be developed by Public Involvement Plan
G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the ~~FDOT~~ Revenue Forecast, beyond the first four *Outer Years.*	Project is developed in Year of Expenditure projections for analysis in Cost Feasible Plan

- Objective G.5 is modified to incorporate Housing to incorporate IIJA/BIL §11201 Changes to 23 U.S.C. 134, and to clarify that Tribes are not agencies.
- Objective G.7 is modified to incorporate IIJA/BIL §11201 requirements.
- Objective G.3. Avoid word choice “ensure” (recommended at Steering Committee Meeting #1).
- Update BRATS to Baldwin Regional Area Transit System.

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #2
Meeting Summary March 19, 2024

Members Attending

Bryant Paulk, FDOT
Vernon Compton, CAC
Alan Isaacson, CAC
Roy Remington, Pensacola International Airport
Christy Johonson, FDOT (On-line)
Scott Moseley, ALDOT (On-line)
Holly Cohen, FDOT Freight (On-line)
Sarah Hart Sislak, TCC (On-line)
Wendy Gavin, TCC (On-line)

Members Not Attending

Vince Beebe, ALDOT
Zakkiyyah Osuigwe, TCC
Andrew Holmer, TCC
Jim Kauffman. CAC
Jeb Smith, CAC
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Clark Merritt, Port of Pensacola
Christian Wagley, Bicycle Perspective
Rodriques Kimbrough, Escambia County Area Transit
Ann Simpson, Balwin Regional Area Transit System
Scott Davidson, Hurlburt Field

Others Attending

Mary Beth Washnock, Emerald Coast Regional Council (On-line)
Jill Nobles, Emerald Coast Regional Council (On-line)
Angela Bradley, Emerald Coast Regional Council (On-line)
Rae Emary, Emerald Coast Regional Council (On-line)
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Cory Wilkinson, HDR

Handouts (Agenda, PowerPoint, Goals and Objectives Mark-Up, public meeting summaries, Steering Committee #1 meeting summary)

A. Introductions and Welcome

- The meeting was held both on-line (GoTo Meeting), and in-person at the Emerald Coast Regional Council new offices at 418 E Gregory Street Suite 100, Pensacola, FL 32502.

- Gary Kramer welcomed the participants to the second Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan.

B. Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer explained the Long-Range Transportation Plan is updated every five years and must maintain a 20-year planning horizon.

- The Goals and Objectives are scheduled for the April TPO meeting on the consent agenda.

C. Project Schedule

- Gary Kramer reviewed the overall project schedule by task. The 2050 Long Range Transportation Plan must be adopted by the TPO prior to October 14, 2025.

D. Review of Workshops

- Cory Wilkinson reviewed the three public workshops. Meeting summaries were provided as separate handouts and incorporated by reference.

    - Goals and Objectives Public Meeting 1: Thursday, March 7. 10:00 – 11:30. Lillian Community Club (34148 Widell Ave, Lillian, AL 36549). Present included ALDOT, BRATS, and representatives of the CAC and TCC. No public comment was received.

    - Goals and Objectives Public Meeting 2: Thursday, March 7. 5:30 – 6:30 p.m. Santa Rosa Co Chamber (4315 Avalon Blvd, Milton FL 32548). Present included FDOT, City of Milton Councilwoman, Blackwater Heritage Trail, FDEP Office of Greenways and Trails, Citizens Against Road Theft, and local media. Public comment was received mostly on specific area projects. Comments on Goals and Objectives are summarized in the meeting summary sheet.

    - Goals and Objectives Public Meeting 3: Friday, March 8. 9:30 – 11:30. ECRC (418 E. Gregory St, Suite 100, Pensacola, FL 32502). Present included FDOT, Escambia County TCC, FDEP OGT, and Citizens Against Road Theft. Comments were received on Goals and Objectives to include Trail Towns as an element of economic competitiveness. Written comments were provided by Citizens Against Road Theft and summarized in the meeting summary sheet.

- ECRC also completed a survey regarding the Goals. The results were summarized in the meeting materials indicating most participants favored the Goals.

E. Review of Updated Goals and Objectives

- Cory Wilkinson reviewed by process by which the Goals and Objectives were reviewed, by summarizing changes that have occurred in:
    - Federal Planning Factors
    - Federal Law
    - State Guidance
    - Regional, Local, and Military Plans

- The Mission and Vision Statements were reviewed.

- Changes or additions to Objectives were reviewed based on feedback from Steering Committee #1 and the public involvement:

    - Word use changed from "ensure" to "strive" on several objectives (A3, C3, E1, G3) based on committee member request (CAC member), as requested at Steering Committee #1.

    - Objective C1 modified to emphasize enhancement of existing system based on committee member request (CAC member), as requested at Steering Committee #1.

    - Objective E4 modified to include Trail Towns as designated by FDEP OGT based on input from FDEP OGT, as requested in Public Meeting 3.

    - Objective F2 modified to include trails and wildlife corridors based on committee member request (CAC member), as requested at Steering Committee #1.

- A member of the Steering Committee requested an additional modification in Objective A1 to update "Vision Zero" to "Target Zero." The change was incorporated.

F. Initial Review of Draft Evaluation Criteria

- The mark-up Goals and Objectives includes preliminary Evaluation Criteria.

- The Evaluation Criteria will be summarized and presented for review at Steering Committee #3.

- A member of the Steering Committee provided input on the Evaluation Criteria with a request to include the National Highway Freight Network, a measure since a roadway can be identified as either on or off that network.

G. Update on Community Profile

- Cory Wilkinson gave an update on the Community Profile process. The University of West Florida Haas Center is a teaming partner to develop this product for the three TPO counties.

- Draft results to be provided in mid-April and presented to the next Steering Committee.

H. Comments from the Committee Members and Public

- No additional comments were provided, either in-person or on-line.

I. Next Steps

- Gary Kramer led a discussion regarding possible dates for the next meeting, possibly May 14.

J. Adjournment

- The meeting was adjourned by Gary Kramer.

Appendix F: 2050 Goals and Objectives Mark-Up

Florida-Alabama Transportation Planning Organization (FL-AL TPO)
2050 Long-Range Transportation Plan (LRTP)

Goals and Objectives (Draft)

[Draft following Steering Committee #1, three public meetings, Steering Committee #2; as presented to TPO for adoption]

Vision
(no change proposed)

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

Mission
(strike 2045)

The FL-AL ~~2045~~ TPO Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Requirements (New / Changes)

1. Federal Expectations / Emerging Issues (TBD)

Topic	Summary	Goal / Objective Proposed for Change
TBD	**TBD**	**TBD**

2. Federal Law

Topic	Summary	Goal / Objective Proposed for Change
Greenhouse Gas (GHG)	On December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a greenhouse gas (GHG) performance measure as part of Transportation Performance Management [88 FR 85364]. [23 CFR 490.105(c)(5)] The GHG performance measure is the percent change in tailpipe carbon dioxide (CO2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)] The GHG Final Rule applies to State departments of transportation (DOTs) and metropolitan planning organizations (MPOs). The rule requires states to establish initial two- and four-year statewide GHG reduction targets and report those goals to FHWA by February 1, 2024. Subsequent targets must be established and reported by October 1, 2026. **TPOs must establish four-year GHG reduction targets** for their metropolitan planning areas, and certain TPOs serving urbanized areas with populations of 50,000 or more must establish additional joint targets.	Objective F.10 (new)

2. Federal Law

Topic	Summary	Goal / Objective Proposed for Change
IIJA/BIL §11201 Changes to 23 U.S.C. 134		
Public Involvement	States and MPOs may use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process. (23 USC 134(i)(6)(D) & 135(f)(3)(C))	Objective B.1 (modified)
Equitable and Proportional Representation	For MPOs serving a TMA, in designating officials or representatives for the MPO for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the equitable and proportional representation of the population of the metropolitan planning area. (23 USC 134(d)(3)(D))	Objective F.7 (new)
Data	When more than one MPO has been designated to serve a single urbanized area, the MPOs serving that urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand.	Objective D.6 (modified)
Housing	Better connecting housing and employment is added to the purposes of the transportation planning process. (23 USC 134(a)(1)) MPOs are encouraged to consult with officials responsible for other planning activities in the area including housing to coordinate its transportation planning process with these activities to the maximum extent practicable. (23 USC 134(g)(3)) MPOs shall include affordable housing organizations among the list of stakeholders and agencies whom the MPO shall provide a reasonable opportunity to be involved in the metropolitan transportation planning process. Added to Planning Factor (#5): The metropolitan and statewide planning processes shall provide for consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns. (23 USC 134(h)(1)(E)) Participation by Interested Parties - Each MPO shall provide affordable housing organizations with a reasonable opportunity to comment on the MTP. (23 USC 134(i)(6)(A))	Objective E.6 (new) Objective F.9 (new) Objective G.5 (modified)

2. Federal Law		
Topic	**Summary**	**Goal / Objective Proposed for Change**
	MPOs serving a TMA may address the integration of housing, transportation, economic development strategies through a housing coordination process, and may develop a housing coordination plan as part of the transportation planning process. (23 USC 134(k)(4))	
Fiscal Constraint	The outer years of the metropolitan transportation plan (MTP) are defined as "beyond the first 4 years" of the MTP (previously, the outer years of the MTP were defined as beyond the first 10 years of the plan). (IIJA/BIL Sec. 11202) For the outer years of the MTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Objective G.7 (modified)

3. Federal Planning Emphasis Areas (2021)

Topic	Summary	Goal / Objective Proposed for Change
Clean Energy / Resilient Future	Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.	Goal A (modified) Objective F.10 (new) Objective B.5 (modified)
Equity and Justice40	Advance racial equity and support for underserved and disadvantaged communities. Use strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.	Goal F (modified) Objective F.7 (new)
Complete Streets	Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.	Objective F.3 (modified)
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.	Objective B.1 (modified)

3. Federal Planning Emphasis Areas (2021)

Topic	Summary	Goal / Objective Proposed for Change
Strategic Highway Network (STRAHNet) / U.S. DoD Coordination	Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.	Objective A.9 (modified)
Federal Land Management Agency (FLMA) Coordination	Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan.	Objective A.9 (modified)
Planning and Environment Linkages (PEL)	Implement PEL as part of the transportation planning and environmental review processes to consider environmental, community, and economic goals early in the transportation planning process.	Objective F.2 (modified)
Data	Incorporate data sharing and consideration into the transportation planning process.	Objective D.6 (modified)

4. State FDOT Planning Emphasis Areas (2021)

Topic	Summary	Goal / Objective Proposed for Change
Safety	Advance Florida's highest priority - the target of zero fatalities and serious injuries on the transportation system.	No changes needed
Equity	Advance access to opportunity for affordable transportation services and information access options for all ages and abilities and throughout underserved communities.	Objective F.4 (modified)
Resiliency	Adapt to changing conditions and preparing for, withstanding, and recovering from disruption.	Objective A.3 (modified)
Emerging Mobility	Transform the transportation system through automated, connected, electric, and shared (ACES) vehicles as well as other non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.	Objective B.5 (modified)

GOAL A: A transportation system that is resilient, safe, and secure.		
Objective	**Statement**	**Evaluation Criteria / Measure**
A.1	~~Develop projects that I~~ Increase safety for all motorized and non-motorized users ~~(such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities),~~ in accordance with the Florida Department of Transportation "~~Vision Zero~~" Target Zero and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). ~~Identify performance targets for each performance measure. Identify methods to monitor and evaluate performance. Include a System Performance Report.~~	Roadway Safety Improvement Strategies (Crash rates based on Signal Four Analytics)
A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.	Level of Service (LOS) (based on Congestion Management Plan)
A.3	~~Ensure that the~~ Strive for a resilient, sustainable regional transportation system ~~can~~ to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.	Emergency Response (Project located on or connects to hurricane evacuation route) [note: GHG measures developed separately]
A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).	Project included in Transit Development Plan
A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.	Emergency Response (Project located on or connects to hurricane evacuation route)
A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.	
A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.	
A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.	Intermodal Access (Project on SIS, STRAHNET, military, otherwise regionally significant)
A.9	Coordinate and cooperate with the Department of Defense, Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies including federal land management agencies, to enhance the security of the transportation system including the Strategic Highway Network (STRAHNet).	

- Goal A is proposed for modification to incorporate resiliency, in accordance with the Federal 2021 Planning Emphasis Areas.

- Objective A.3 is proposed for modification to incorporate a resilient and sustainable system, in accordance with the Federal 2021 Planning Emphasis Areas, and the FDOT 2021 Planning Emphasis Areas.

- Objective A.9 is proposed for modification to incorporate the DoD STRAHNet, and federal land management agencies, in accordance with the Federal 2021 Planning Emphasis Areas.

- Objective A.3 Avoid word choice “ensure” (recommended at Steering Committee Meeting #1). Suggest “strive” instead.

GOAL B: A transportation system that meets user needs.		
Objective	**Statement**	**Evaluation Criteria / Measure**
B.1	Obtain public input using targeted outreach efforts including Virtual Public Involvement (VPI) tools, and track results by ZIP code in accordance with the goals of the ~~2045~~ 2050 FL-AL LRTP Public Involvement Plan. Use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process.	To be defined in Public Involvement Plan
B.2	Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.	Level of Service (LOS) (based on Congestion Management Plan)
B.3	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).	
B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.	
B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated, Connected, Electric, and Shared (ACES) Vehicles ~~Driving Systems (ADS)~~]. Accelerate ~~Introduce and expand~~ the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies including non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.	Connectivity (Project improves continuity or connectivity over the network)

- Objective B.1 is proposed for modification to update to current 2050 plans, to incorporate by Virtual Public Involvement (VPI) tools of the Federal Planning Emphasis Areas, and to incorporate IIJA §11201 requirements (23 USC 134(i)(6)(D) & 135(f)(3)(C))

- Objective B.5 is proposed for modification to incorporate an accelerated use of electric vehicles, in accordance with the Federal 2021 Planning Emphasis Areas, and the FDOT 2021 Planning Emphasis Areas.

GOAL C: A transportation system that is maintained and operated efficiently.		
Objective	**Statement**	**Evaluation Criteria / Measure**
C.1	Direct sufficient resources to preserve and enhance the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.	System maintenance / upgrade) (Project replaces / improves deficient infrastructure)
C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.	Structure maintenance / upgrade) (Project replaces / improves deficient structures)
C.3	~~Ensure~~ Strive to include ~~that~~ appropriate stormwater measures ~~are included~~ in ~~all~~ roadway projects.	Stormwater Implementation Plan (Project able to meet stormwater treatment / attenuation requirements)
C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies, and incorporate results from previous Corridor Management Studies.	Complete Streets (Project incorporates aspects other than capacity improvements)

- Objective C.1. Need additional emphasis to enhance existing infrastructure, especially bike / ped infrastructure (recommended at Steering Committee Meeting #1).
- Objective C.3. Avoid word choice “ensure” (recommended at Steering Committee Meeting #1).

GOAL D: A transportation system that Is multimodal, integrated, connected, and innovative.		
Objective	**Statement**	**Evaluation Criteria / Measure**
D.1	Interconnect land uses and transportation facilities.	Local Planning (Project is identified located in a Local Government Comprehensive Plan, Transit Development Plan, Master Plan, or similar)
D.2	Increase the accessibility and mobility of people and goods.	
D.3	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS]~~, and Automated Driving Systems [ADS]~~).	Local Planning (Project is identified located in a Bicycle / Pedestrian, Plan, Regional Trails Plan, Transit Development Plan, or similar)
D.4	Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.	Intermodal Goods Movement (Project on the SIS, or National Highway Freight Network, or enhances area around freight centers)
D.5	Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin ~~Rural~~ Regional Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.	Local Planning (Project is identified located in Transit Development Plan)
D.6	Advance the flow of traveler information (such as innovative technology) and data sharing for consistency of data used in the planning process, including information used in forecasting travel demand.	Project links to Congestion Management Plan, Intelligent Transportation System Plan, or similar.
D.7	Seek opportunities to provide a passenger rail system.	Project supports regional passenger rail linkages.

- Objective D.6 is proposed for modification to incorporate greater data sharing, in accordance with the Federal 2021 Planning Emphasis Areas, and IIJA/BIL §11201 (23 USC 134(g)(4)).
- Update BRATS to Baldwin Regional Area Transit System.

GOAL E: A transportation system that supports and promotes economic vitality.		
Objective	**Statement**	**Evaluation Criteria / Measure**
E.1	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ~~ensure~~ strive for efficient movement of people and goods.	Level of Service (LOS) (based on Congestion Management Plan)
E.2	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.	Project is on Highway of Commerce plan
E.3	Implement projects that will support the military's ability to carry out its missions at the region's installations.	Project is on STRAHNET or provides connection to military facilities
E.4	Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations, including Trail Towns designated by the Florida Department of Environmental Protection Office of Greenways and Trails.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)
E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.	Project provides linkage to corridors identified in Rural Transportation Plan
E.6	Promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)

- Objective E.6 (new) added to address IIJA/BIL §11201 (23 USC 134(h)(1)(E)).
- Objective E.1. Avoid word choice "ensure" (recommended at Steering Committee Meeting #1).

GOAL F A transportation system that is equitable, supports a high quality of life, respectful of the environment, public health, and vulnerable users.		
Objective	**Statement**	**Evaluation Criteria / Measure**
F.1	Consider the health impacts of projects and policies for transportation investments.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)
F.2	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation through Planning and Environmental Linkages to consider environmental, community, and economic goals including trails and wildlife corridors.	Regional Planning (Project is identified located in a Regional Trails Plan, does not bifurcate a wildlife corridor)
F.3	Implement complete street and/or context sensitive design ~~into projects.~~ to prioritize safety, comfort, and access for people who use the street network to provide an equitable and safe network for travelers of all ages and abilities, including those from marginalized communities.	Complete Streets (project is in an Complete Streets implementation plan or includes Complete Streets elements)
F.4	Improve para-transit services. Advance access to affordable transportation services for all ages and abilities and throughout underserved communities.	Local Planning (project is included in Transit Development Plan or similar plan)
F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.	Regional Planning (Project is identified located in a Regional Trails Plan, bicycle/pedestrian plan)
F.6	Maintain air quality attainment status for ground level ozone.	Level of Service (LOS) (based on Congestion Management Plan)
F.7	Align transportation system infrastructure investments to advance racial equity and support for underserved and disadvantaged communities, considering equitable and proportional representation of the population of the metropolitan planning area.	Project provides benefit to traditionally underserved communities
F.8	Advance the USDOT Equity Action Plan Key Performance Indicator for Justice40 to deliver 40 percent of the benefits of Federal transportation investment to disadvantaged communities.	Project provides benefit to traditionally underserved communities
F.9	Coordinate affordable housing with transportation planning, including affordable housing stakeholders in the transportation planning process.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)
F.10	Achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050. The GHG performance measure is the percent change in tailpipe carbon dioxide (CO_2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO_2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)]	[to be developed]

- Goal F is proposed for modification to incorporate equity, in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.2 is proposed for modification to incorporate Planning and Environmental Linkages (PEL), in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.2 is proposed for modification to provide additional emphasis on trails and wildlife corridors, currently a state-wide emphasis area.
- Objective F.3 is proposed for modification to expand Complete Streets, in accordance with the Federal 2021 Planning Emphasis Areas.
- Objective F.4 is proposed for modification to expand on affordable transportation services, in accordance with the FDOT 2021 Planning Emphasis Areas.
- Objective F.7 is proposed (new) to incorporate equity, in accordance with the Federal 2021 Planning Emphasis Areas, and IIJA/BIL §11201 (23 USC 134(d)(3)(D)).
- Objective F.8 is proposed (new) to advance the USDOT Equity Action Plan and Justice40.
- Objective F.9 is proposed (new) to incorporate housing considerations with transportation planning under IIJA/BIL §11201 (23 USC 134(a)(1)); (23 USC 134(g)(3)); (23 USC 134(h)(1)(E)); (23 USC 134(i)(6)(A)); and (23 USC 134(k)(4)).
- Objective F.10 is proposed (new) to incorporate GHG targets, in accordance with the Federal 2021 Planning Emphasis Areas, and new federal law. On December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a greenhouse gas (GHG) performance measure as part of Transportation Performance Management [88 FR 85364]. [23 CFR 490.105(c)(5)]

GOAL G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.		
Objective	**Statement**	**Evaluation Criteria / Measure**
G.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.	Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza)
G.2	Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin ~~Rural~~ Regional Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.	Local Planning (project is included in Transit Development Plan or similar plan)
G.3	~~Ensure~~ Strive for consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).	Economic Planning (project is included in Comprehensive Economic Development Plan, Tourist Development Plan, or similar plan)
G.4	Continue to reach out to the traditionally underserved populations during the planning process to ~~ensure~~ strive for access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.	To be developed by Public Involvement Plan
G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Housing, ~~Tribal,~~ and Utilities) Tribes, and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.	To be developed by Public Involvement Plan
G.6	Coordinate with health and education planning efforts to ~~ensure~~ strive for holistic community planning (economic, health, education, etc).	To be developed by Public Involvement Plan
G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the ~~FDOT~~ Revenue Forecast, beyond the first four *Outer Years.*	Project is developed in Year of Expenditure projections for analysis in Cost Feasible Plan

- Objective G.5 is modified to incorporate Housing to incorporate IIJA/BIL §11201 Changes to 23 U.S.C. 134, and to clarify that Tribes are not agencies.
- Objective G.7 is modified to incorporate IIJA/BIL §11201 requirements.
- Objective G.3. Avoid word choice “ensure” (recommended at Steering Committee Meeting #1).
- Update BRATS to Baldwin Regional Area Transit System.

Appendix G: Requirements and Guidance

- Summary of Changes as presented to Steering Committee
- IIJA / BIL Changes to 23 USC 134 (FHWA presentation)
- FHWA Memorandum regarding Greenhouse Gas Targets and Reports
- 2021 Federal Planning Emphasis Areas
- US DOT Key Performance Indicators for Equity
- Verification of No New Federal Emphasis Areas / Expectations from FHWA
- 2018 Federal Expectations / Strategies
- 2012 Federal Expectations / Strategies
- FDOT 2021 Planning Emphasis Areas
- FDOT 2022 Planning Emphasis Area Resource Guide

Development of Goals and Objectives

- Start with Adopted 2045
- Assess new requirements
  - Federal
  - State
  - Regional / Local
- Draft 2050 recommendations provided



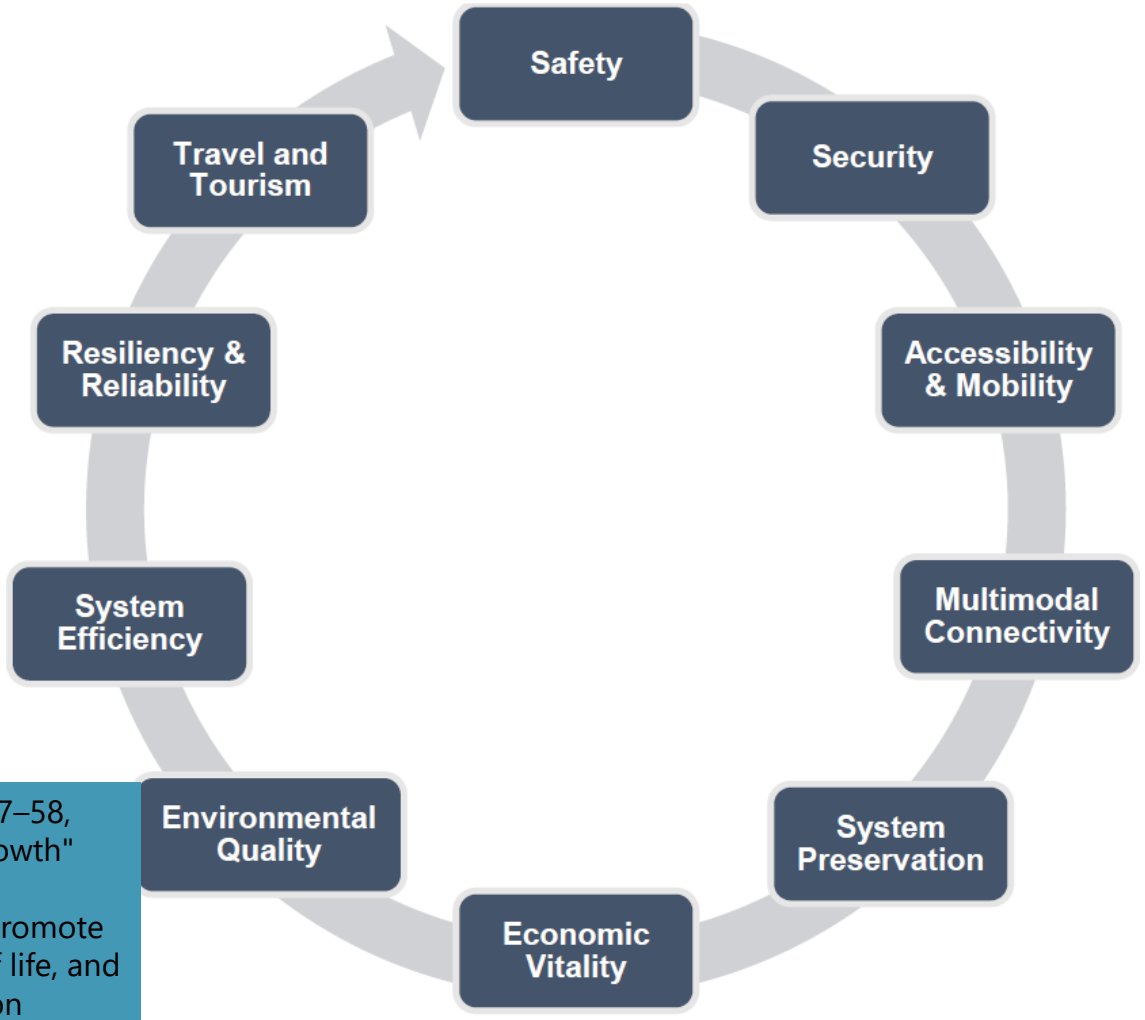
Development of Goals and Objectives

- **Federal**
  - Planning Factors (10)
  - Expectations and Emerging Issues (TBD)
  - Federal Law (6)
  - Planning Emphasis Areas (8)

- **State**
  - Planning Emphasis Areas (4)



10 Federal Planning Factors



Added in 2021: Subsec. (h)(1)(E). Pub. L. 117–58, §11201(d)(3), inserted ", housing," after "growth"

[E] 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, housing, and economic development patterns

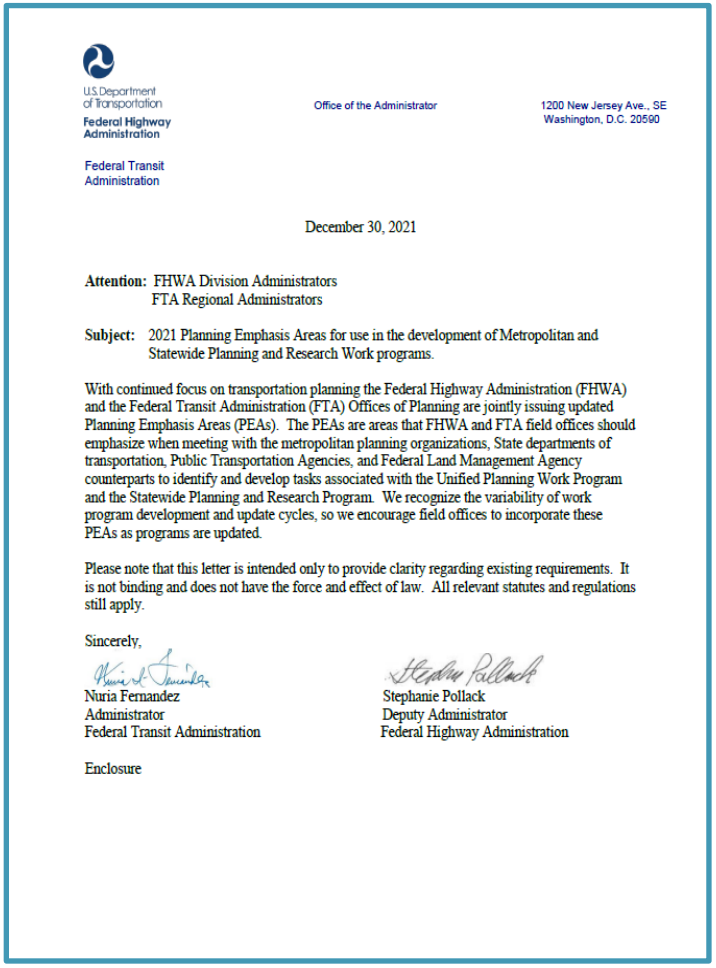
23 CFR 450.306(b)

Federal Law Changes and New Emphasis Areas

- 23 CFR Part 490, creating a greenhouse gas (GHG) performance measure

- 23 USC 134 Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)
  - Public involvement
  - Equitable and proportional representation
  - Data sharing and consistency
  - Housing, affordable housing representation
  - Fiscal constraint

- Federal Planning Emphasis Areas (Dec 2021)
  - Clean energy, resilience
  - Equity and Justice40
  - Complete Streets
  - Public involvement
  - DoD / STRAHNet coordination
  - Federal Land Management Agency (FLMA) coordination
  - Planning and Environmental Linkages (PEL)
  - Data sharing



U.S. Department of Transportation
Federal Highway Administration

Federal Transit Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Deputy Administrator
Federal Highway Administration

Enclosure

Greenhouse Gas (GHG) Performance Measures

- December 7, 2023 FHWA published a final rule amending 23 CFR part 490, creating a **greenhouse gas (GHG) performance measure** as part of Transportation Performance Management [88 FR 85364; 23 CFR 490.105(c)(5)]

- The GHG performance measure is the percent change in tailpipe **carbon dioxide (CO2) emissions on the National Highway System (NHS)** compared to the reference year of calendar year 2022 [§ 490.507(b)]

- Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO2 emissions on the NHS [§ 490.105(e)(10) and (f)(1)]

- The GHG Final Rule **applies to State departments of transportation (DOTs) and metropolitan planning organizations (MPOs).**

- The rule requires states to establish initial two- and four-year statewide GHG reduction targets and report those goals to FHWA by March 29, 2024. Subsequent targets must be established and reported by October 1, 2026. **TPOs must establish four-year GHG reduction targets** for their metropolitan planning areas

Objective F.10 (new)

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Public Involvement (IIJA/BIL §11201)

- States and MPOs may use social media and other **web-based and virtual tools** to further encourage public participation and to solicit public feedback during the transportation planning process. (23 USC 134(i)(6)(D) & 135(f)(3)(C))

Objective B.1 (modified)

TMA MPO Representation (IIJA/BIL §11201)

- For MPOs serving a TMA, in designating officials or representatives for the MPO for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the **equitable and proportional representation** of the population of the metropolitan planning area. (23 USC 134(d)(3)(D))

Objective F.7 (new)

MPO Coordination on Data (IIJA/BIL §11201)

- When more than one MPO has been designated to serve a single urbanized area, the MPOs serving that urbanized area shall ensure, to the maximum extent practicable, the **consistency of any data** used in the planning process, including information used in forecasting travel demand. (23 USC 134(g)(4))

Objective D.6 (modified)

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Housing Coordination (IIJA/BIL §11201)

- **Better connecting housing and employment** is added to the purposes of the transportation planning process. (23 USC 134(a)(1))

- MPOs are encouraged to consult with officials responsible for other planning activities in the area including **housing** to coordinate its transportation planning process with these activities to the maximum extent practicable. (23 USC 134(g)(3))

- MPOs shall include **affordable housing organizations** among the list of stakeholders and agencies whom the MPO shall provide a reasonable opportunity to be involved in the metropolitan transportation planning process.

- Added to Planning Factor (#5): The metropolitan and statewide planning processes shall provide for consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, **housing**, and economic development patterns. (23 USC 134(h)(1)(E))

Objective E.6 (new)

Objective F.9 (new)

Objective G.5 (modified)

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Housing Coordination (*continued)* (IIJA/BIL §11201)

- Participation by Interested Parties - Each MPO shall provide **affordable housing organizations** with a reasonable opportunity to comment on the MTP. (23 USC 134(i)(6)(A))

- MPOs serving a TMA may address the integration of **housing**, transportation, economic development strategies through a **housing coordination process**, and may develop a **housing coordination plan** as part of the transportation planning process. (23 USC 134(k)(4))

Objective E.6 (new)

Objective F.9 (new)

Objective G.5 (modified)

Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

Fiscal Constraint of the MTP (IIJA/BIL §11201)

- The outer years of the metropolitan transportation plan (MTP) are defined as "beyond the first 4 years" of the MTP (previously, the outer years of the MTP were defined as beyond the first 10 years of the plan). (IIJA/BIL Sec. 11202)

- For the outer years of the MTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

Objective G.7 (modified)

Also discussed in FHWA Certification of FL-AL 2045 LRTP: The LRTP does not clearly demonstrate overall fiscal constraint in accordance with 23 CFR 450.324(f)(11). FL-AL TPO Corrective Action (December 15, 2022) demonstrated Fiscal Constraint.

Federal Planning Emphasis Areas (2021)

Clean Energy / Resilient Future

- Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

- Accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.

Goal A (modified)

Objective F.10 (new)

Objective B.5 (modified)

Executive Order (EO) **14008** Tackling the Climate Crisis at Home and Abroad; EO **13990** Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis; and EO **14030** Climate-Related Financial Risk

Federal Planning Emphasis Areas (2021)

Equity and Justice40

- Advance racial equity and support for underserved and disadvantaged communities.

- Use strategies that:
  - improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
  - plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;
  - reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
  - offer reduced public transportation fares as appropriate;
  - target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
  - consider equitable and sustainable practices while developing transit-oriented development

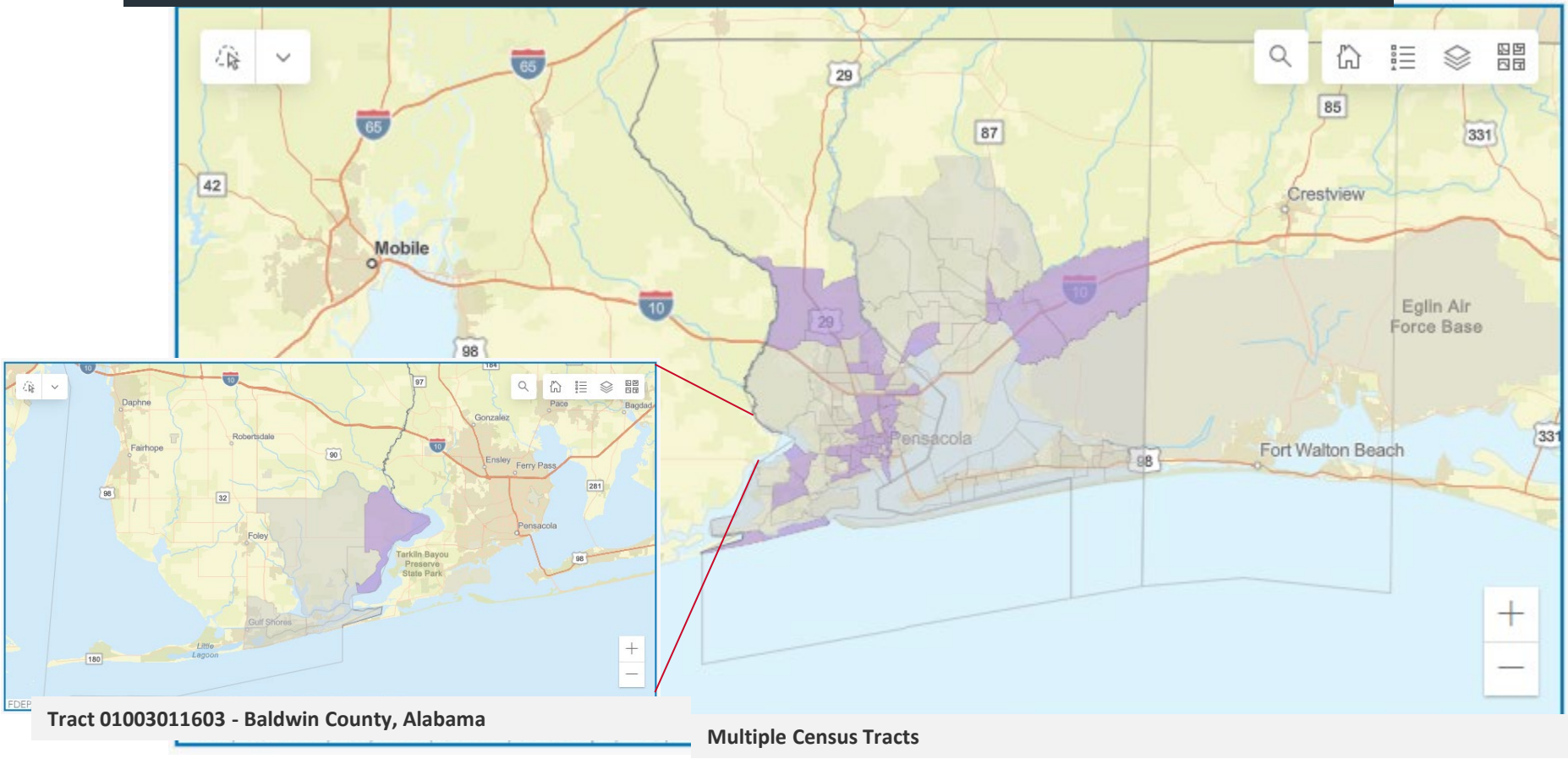
Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021): Justice40

USDOT Equitable Transportation Community (ETC) Explorer



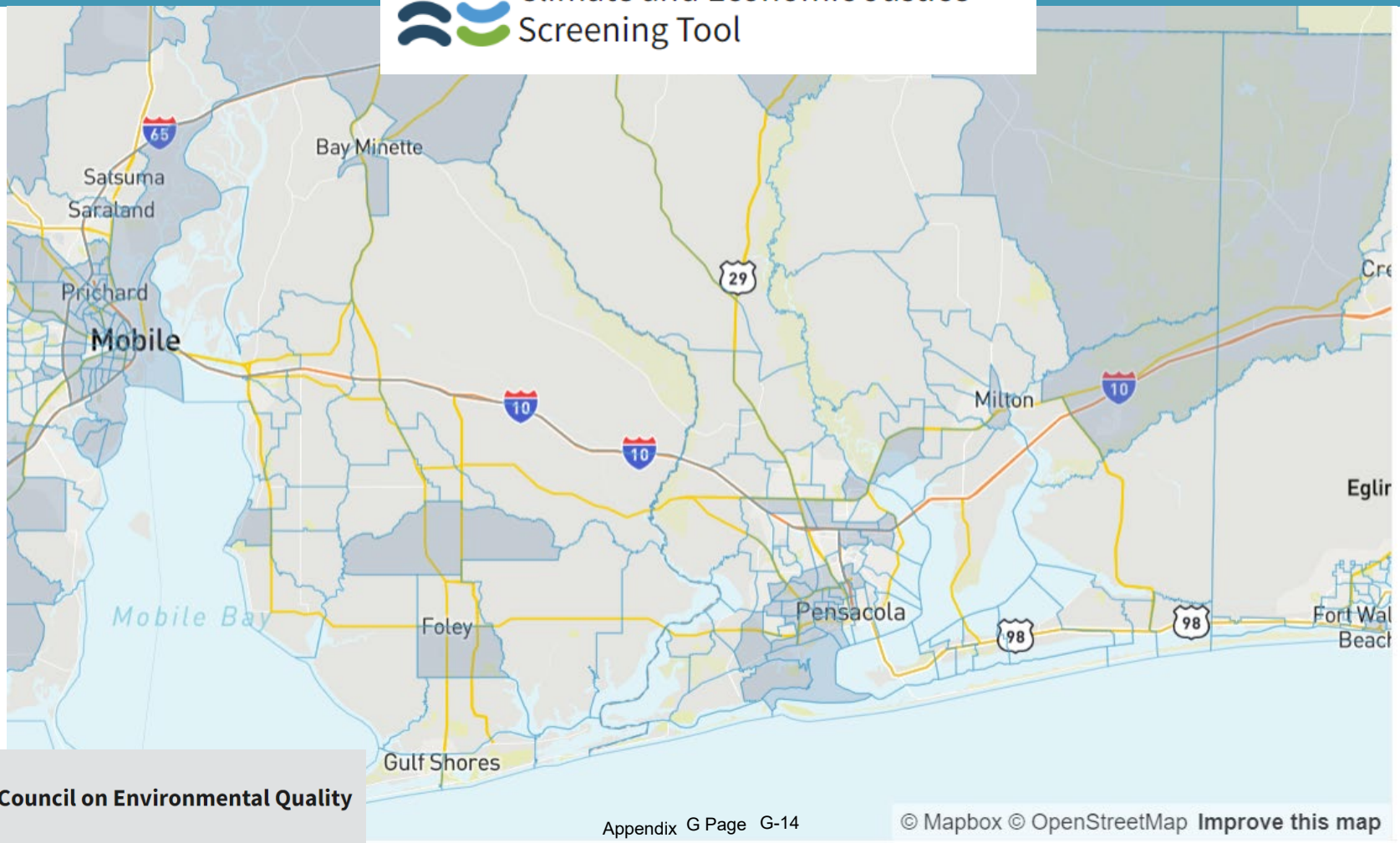
Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

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Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021): Justice40



Council on Environmental Quality

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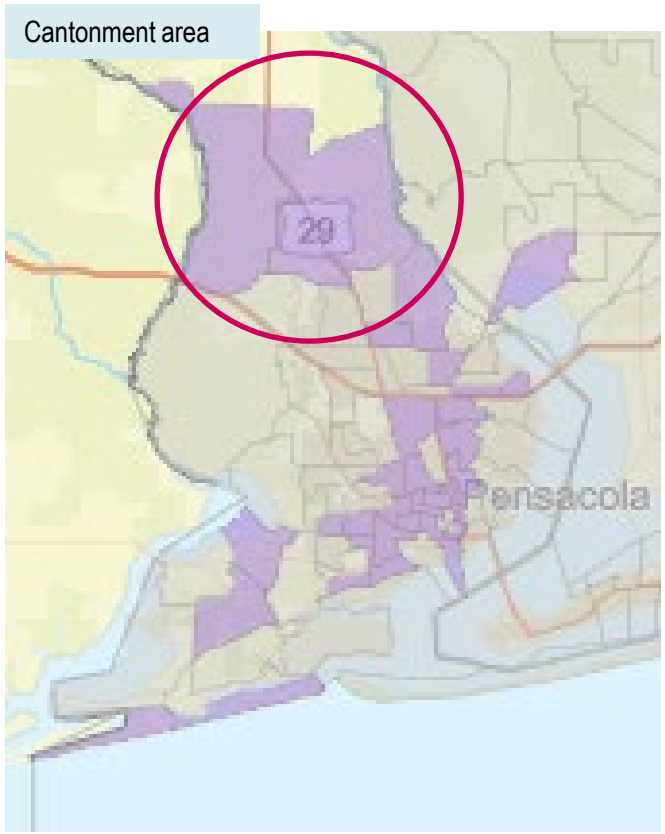
Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021): Justice40 tools (differences noted)

USDOT Equitable Transportation Community (ETC) Explorer



Climate and Economic Justice Screening Tool



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Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Justice40 covered programs are Federal programs that make covered investments in any one of the following seven categories: climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of critical clean water and wastewater infrastructure.

Existing and new programs, including those created or expanded by the Bipartisan Infrastructure Law and the Inflation Reduction Act, that make covered investments in any of these categories are considered Justice40 covered programs.

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Federal Highway Administration (FHWA)

1. Carbon Reduction Program [BIL]
2. Charging & Fueling Infrastructure Grants [BIL]
3. Congestion Mitigation and Air Quality Improvement Program [BIL]
4. Congestion Relief Program [BIL]
5. Disadvantaged Business Enterprise Supportive Services [BIL]
6. National Electric Vehicle Infrastructure Formula Program [BIL]
7. Environmental Review Implementation Funds [IRA]
8. Nationally Significant Federal Lands and Tribal Projects [BIL]
9. Neighborhood Access and Equity Grant Program [IRA]
10. Reliability and Accessibility Accelerator Program [BIL]
11. On the Job Supportive Services [BIL]
12. PROTECT Formula Program [BIL]
13. PROTECT Discretionary Program [BIL]
14. Reduction of Truck Emissions at Port Facilities [BIL]
15. Transportation Alternatives (Surface Transportation Block Grant set-aside) [BIL]
16. Tribal High Priority Projects Program [BIL]
17. Tribal Transportation Facility Bridge Program [BIL]
18. Tribal Transportation Program [BIL]

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Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Federal Railroad Administration (FRA)

19. Consolidated Rail Infrastructure and Safety Improvements [BIL]
20. Federal-State Partnership for Intercity Passenger Rail [BIL]
21. Railroad Crossing Elimination Program [BIL]

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Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Federal Transit Administration (FTA)

22. All Station Accessibility Program (ASAP) BIL
23. Buses and Bus Facilities Competitive Program BIL
24. Buses and Bus Facilities Program Formula BIL
25. Electric or Low-Emitting Ferry Program BIL
26. Fixed Guideway Capital Investment Grants (CIG) BIL
27. Low or No Emission Vehicle Program BIL
28. Passenger Ferry Grant Program BIL
29. Innovative Coordinated Access and Mobility Pilot Program BIL
30. Rural Transit Funding Programs (Public Transportation on Indian Reservations Competitive) BIL
31. Transit-Oriented Development (TOD) Planning Program BIL

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Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021): Justice40
USDOT has 40 Justice40 programs

Maritime Administration (MARAD)

32. United States Marine Highway Program [BIL]
33. Port Infrastructure Development Program [BIL]

Office of the Secretary of Transportation (OST)

34. National Infrastructure Project Assistance (MEGA) [BIL]
35. Nationally Significant Multimodal Freight and Highway Projects (INFRA) [BIL]
36. Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) [BIL]
37. Reconnecting Communities Grant Program [BIL]
38. Safe Streets & Roads for All [BIL]
39. SMART (Strengthening Mobility and Revolutionizing Transportation) [BIL]
40. Thriving Communities Program

Appendix G Page G-20

Justice40 Executive Order **14008**: 40% of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution, and USDOT Key Performance Indicator (KPI).

Goal F (modified)

Objective F.7 (new)

Federal Planning Emphasis Areas (2021)

Complete Streets

- Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.

- The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

Objective F.3 (modified)

Federal Planning Emphasis Areas (2021)

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.

Objective B.1 (modified)

Federal Planning Emphasis Areas (2021)

Strategic Highway Network (STRAHNet) / DoD Coordination

- Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

Objective A.9 (modified)

Federal Planning Emphasis Areas (2021)

Federal Land Management Agency (FLMA) Coordination

- Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan

Objective A.9 (modified)

Federal Planning Emphasis Areas (2021)

Planning and Environmental Linkages (PEL)

- Implement PEL as part of the transportation planning and environmental review processes to consider environmental, community, and economic goals early in the transportation planning process.

Objective F.2 (modified)

Federal Planning Emphasis Areas (2021)

Data

- Incorporate data sharing and consideration into the transportation planning process.

Objective D.6 (modified)

State Guidance

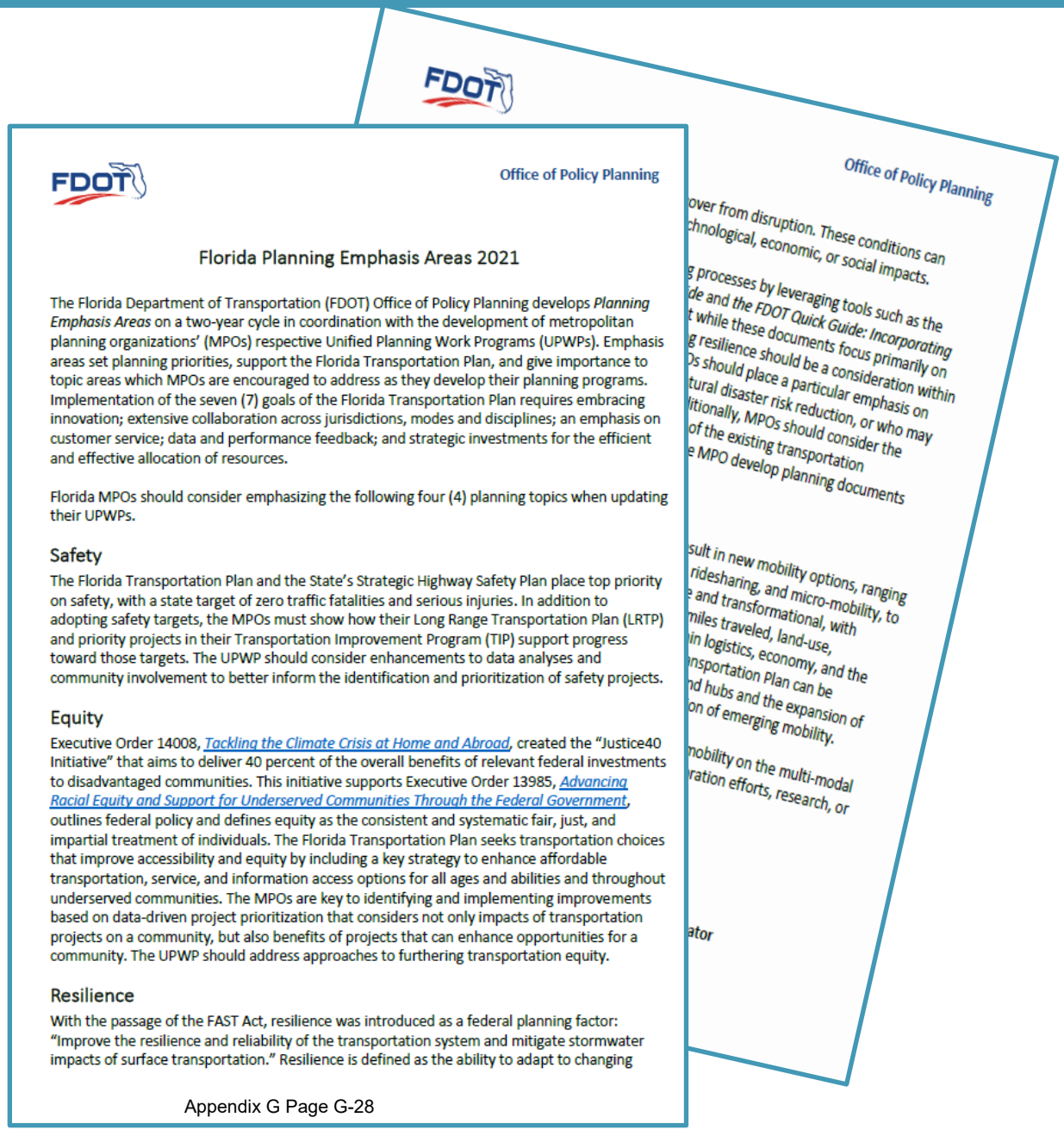
- **FDOT Planning Emphasis Areas (2021)**
- FL Transportation Plan
- FL Freight Mobility and Trade Plan
- FL Strategic Highway Safety Plan
- FL Bicycle and Pedestrian Strategic Safety Plan
- FL Greenways and Trails System Plan
- FDOT Shared-Use Nonmotorized (SUN) Trail Plan
- FL Electric Vehicle Master Plan
- FL Rail System Plan

- AL Statewide Transportation Plan
- AL Strategic Highway Safety Plan
- AL Statewide Bicycle and Pedestrian Plan
- AL Intelligent Transportation System Business Plan



FDOT Planning Emphasis Areas (2021)

- Safety
- Equity
- Resiliency
- Emerging Mobility



FDOT

Office of Policy Planning

Florida Planning Emphasis Areas 2021

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 MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing

FDOT Planning Emphasis Areas (2021)

Safety

- Advance Florida's highest priority - the target of zero fatalities and serious injuries on the transportation system.

No changes needed

FDOT Planning Emphasis Areas (2021)

Equity

- Advance access to opportunity for affordable transportation services and information access options for all ages and abilities and throughout underserved communities.

Objective F.4 (modified)

FDOT Planning Emphasis Areas (2021)

Resiliency

- Adapt to changing conditions and preparing for, withstanding, and recovering from disruption.

Objective A.3 (modified)

FDOT Planning Emphasis Areas (2021)

Emerging Mobility

- Transform the transportation system through automated, connected, electric, and shared (ACES) vehicles as well as other non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.

Objective B.5 (modified)

IIJA/BIL Changes to 23 USC 134

IIJA/BIL Changes

- Public Involvement
- TMA MPO Representation
- MPO Coordination on Data
- Housing Coordination
- Fiscal Constraint of the MTP

IIJA/BIL Changes

Public Involvement (IIJA/BIL §11201)

- States and MPOs may use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process. (23 USC 134(i)(6)(D) & 135(f)(3)(C))

IIJA/BIL Changes

TMA MPO Representation (IIJA/BIL §11201)

- For MPOs serving a TMA, in designating officials or representatives for the MPO for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the equitable and proportional representation of the population of the metropolitan planning area. (23 USC 134(d)(3)(D))

IIJA/BIL Changes

MPO Coordination on Data (IIJA/BIL §11201)

- When more than one MPO has been designated to serve a single urbanized area, the MPOs serving that urbanized area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning process, including information used in forecasting travel demand. (23 USC 134(g)(4))

IIJA/BIL Changes

Housing Coordination (IIJA/BIL §11201)

- **Better connecting housing and employment** is added to the purposes of the transportation planning process. (23 USC 134(a)(1))
- MPOs are encouraged to consult with officials responsible for other planning activities in the area including **housing** to coordinate its transportation planning process with these activities to the maximum extent practicable. (23 USC 134(g)(3))
- MPOs shall include **affordable housing organizations** among the list of stakeholders and agencies whom the MPO shall provide a reasonable opportunity to be involved in the metropolitan transportation planning process.
- Added to Planning Factor (#5): The metropolitan and statewide planning processes shall provide for consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, **housing**, and economic development patterns. (23 USC 134(h)(1)(E))

IIJA/BIL Changes

Housing Coordination (cont.) (IIJA/BIL §11201)

- Participation by Interested Parties - Each MPO shall provide **affordable housing organizations** with a reasonable opportunity to comment on the MTP. (23 USC 134(i)(6)(A))
- MPOs serving a TMA may address the integration of **housing**, transportation, economic development strategies through a **housing coordination process**, and may develop a **housing coordination plan** as part of the transportation planning process. (23 USC 134(k)(4))

IIJA/BIL Changes

Fiscal Constraint of the MTP (IIJA/BIL §11201)

- The outer years of the metropolitan transportation plan (MTP) are defined as “beyond the first 4 years” of the MTP (previously, the outer years of the MTP were defined as beyond the first 10 years of the plan). (IIJA/BIL Sec. 11202)
- For the outer years of the MTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **INFORMATION:** Deadline for Initial Targets and Reports for Greenhouse Gas Measure

Date: January 26, 2024

rom: Hari Kalla
Associate Administrator for Infrastructure

Emily Biondi
Associate Administrator for Planning, Environment, and Realty

In Reply Refer To:
HIF-1 and HEP-1

To: Directors of Field Services
Division Administrators

On December 7, 2023, the Federal Highway Administration (FHWA) published a final rule establishing a performance measure for assessing the performance of the National Highway System related to greenhouse gas (GHG) emissions. 88 FR 85364. The final rule became effective on January 8, 2024. *See id*. Among other things, the final rule requires States to establish initial declining targets along with their initial reports by February 1, 2024. See 23 CFR 490.105(e)(1) and 490.107(d).

Twenty-two States have challenged the rule in federal court. *See State of Texas, et al.* v. *USDOT, et al.* (N.D. Tex., Civil Action No. 5:23-cv-304) and *Commonwealth of Kentucky, et al.* v. *FHWA, et al.* (W.D. Ky., Civil Action No. 5:23-cv-162). Pursuant to negotiations in these cases, the FHWA has agreed that it will not seek to enforce the February 1, 2024, deadline for States to submit initial targets and reports, until March 29, 2024. FHWA nevertheless encourages States to submit initial declining targets and reports as soon as possible. Earlier initial target and report submittal allows States more time to consider amendments to their initial targets based on updated information for the next performance reports that are due on October 1, 2024. The MPOs are due to establish targets no later than 180 days after the State DOT establishes their targets. *See* 23 CFR 490.105(f).

Please share this memorandum with your respective State departments of transportation. Additional information concerning the final rule can be found on the FHWA's website at https://www.fhwa.dot.gov/tpm/rule.cfm.

For information concerning the implementation of the final rule, please contact John Davies at johng.davies@dot.gov, or Alexis Kuklenski at alexis.kuklenski@dot.gov. For

legal questions, please contact Lev Gabrilovich, Senior Attorney Advisor, at (202) 366-3813.

U.S. Department of Transportation
Federal Highway Administration

Federal Transit Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Deputy Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

(See EO 14008 on *"Tackling the Climate Crisis at Home and Abroad," EO 13990 on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." EO 14030 on "Climate-Related Financial Risk," See also FHWA Order 5520 "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "Hazard Mitigation Cost Effectiveness Tool,"* FTA's *"Emergency Relief Manual," and "TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters")*

Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (***Advancing Racial Equity and Support for Underserved Communities***) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity." In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to 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. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available here.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers 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. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available here.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

U.S.DOT Key Performance Indicators (KPIs) for Equity

Fact Sheet for KPI:

Work to meet the Justice40 goal that 40% of the benefits of certain Federal investments flow to transportation disadvantaged communities.

The U.S. Department of Transportation ("DOT" or "Department") has identified several Key Performance Indicators (KPIs) to monitor implementation of the Department's FY 2022-2026 Strategic Plan and the Equity Action Plan. This KPI is included in the Strategic Plan under slightly different language and has been subsequently updated in the most recent Equity Action Plan to the text shown at the top of the page. **This KPI is helping the Department in meeting the goals of the Justice40 Initiative, which is a government-wide initiative that seeks to deliver 40 percent of the benefits of certain Federal investments to disadvantaged communities that face burdens related to climate change, the environment, health, and economic opportunity.**

Current Status of this KPI

DOT is monitoring this KPI by measuring the percentage of the benefits from certain Federal investments that flow to disadvantaged communities, using grant award data and data presented through the Council on Environmental Quality's (CEQ) Climate & Economic Justice Screening Tool (CEJST) and USDOT's Equitable Transportation Community (ETC) Explorer**.** DOT is currently working with program managers across DOT to gather data and conduct updated analysis needed to develop baselines for DOT's Justice40 covered programs with funding history, in alignment with government-wide guidance.

USDOT seeks to deliver 40 percent of the benefits of its Justice40 covered programs to disadvantaged communities as noted in Table 1. Not only will meeting this goal be consistent with the government-wide Justice40 initiative, but it will be an indication that DOT's dollars are flowing to disadvantaged communities. If a program's baseline falls below 40%, DOT will evaluate what actions are appropriate to help reach the 40% target.

Once program baselines are established, DOT will continue to review grant award data and census data to monitor progress towards the target over time. DOT may also continue to refine its calculation methodology, to reflect ongoing government-wide guidance and insight gathered from programs.

Table 1: KPI Status Summary

KPI	Baseline	Update	Target
Percentage of benefits from DOT's investments flowing to transportation disadvantaged communities	Currently under development for all covered programs	Planned for 2024, when new funding history is established	40% of the benefits of federal investments of all DOT covered programs going towards transportation disadvantaged communities

Why it is important

DOT is committed to reducing inequities across our transportation systems to ensure that communities benefit from the safe, efficient, and sustainable movement of people and goods. When done right, transportation policy can transform economies, connect people to opportunities, and empower underserved communities to build generational wealth for the future. There are three major components of USDOT's implementation of the Justice40 Initiative. These include understanding:

1. The needs of a community through meaningful public engagement.
2. How a community is impacted by lack of transportation investments and options.
3. What benefits a project may create, who will receive them, and how the project's benefits will create positive outcomes that will reverse how a community is experiencing disadvantage through increasing affordable transportation options, improving safety, reducing pollution, connecting Americans to good-paying jobs, fighting climate change, and/or improving access to resources and quality of life.

As part of the Justice40 Initiative, DOT is developing tools to assist communities in understanding the cumulative impacts that result from the lack of affordable, safe, multimodal transportation options, and how to connect components of disadvantage to the benefits projects are expected to deliver. When decision makers at all levels have the tools to reverse or mitigate the causes of disadvantage, the result is a higher quality of life and economic prosperity in all communities.

How the KPI and DOT's Justice40 methodology was developed

On January 27, 2021, President Biden signed Executive Order (EO) 14008 "Tackling the Climate Crisis at Home and Abroad," creating the Justice40 Initiative. EO 14008 tasked the Chair of CEQ with developing related recommendations in consultation with agency heads, including DOT Secretary Buttigieg.

DOT's first step in implementing this EO was to identify covered programs. The next step was to develop the technical tools needed to calculate this metric in a sound way, including: 1. A preliminary methodology for defining "disadvantaged communities", 2. A framework for measuring investment benefits, and 3. A method for estimating the distribution of benefits to disadvantaged communities. These steps are described in more detail in the sub-sections that follow. In December 2021, DOT tested this new 3-part methodology in a pilot program and determined that that the methodology was sound but would benefit from refinement over time.

Covered Programs

A "covered program" is a Federal Government program that generates benefits in one or more of the following seven areas: i. Climate change ii. Clean energy and energy efficiency iii. Clean transportation iv. Affordable and sustainable housing v. Training and workforce development (related to climate, natural disasters, environment, clean energy, clean transportation, housing, water and wastewater infrastructure, and legacy pollution reduction, including in energy communities) vi. Remediation and reduction of legacy pollution vii. Critical clean water and waste infrastructure. DOT completed a comprehensive review of its programs to determine which generate benefits in the seven categories above and provided its recommendations to the White House for approval. This list of covered programs is revisited every year.

Defining "Disadvantaged Communities"

The Transportation Disadvantage Index released in January 2022 was developed by DOT to help define what constitutes a "disadvantaged community" through a transportation lens, while awaiting the release of CEQ's CEJST tool. During the summer of 2022, the Census released its 2020 Census data and updated tract boundaries. Given that several DOT funding programs are statutorily required to use the most current Census data, DOT made the decision to update its original "disadvantaged community" definition and tool with 2020 Census data and include additional indicators reflective of disadvantage related to transportation investments. This work resulted in the release of DOT's Equitable Transportation Community (ETC) Explorer in May of 2023, which is designed to complement CEJST by providing users deeper insight into the Transportation disadvantage component of CEJST.

Transportation Insecurity Component of Disadvantaged Communities Metric:

Transportation insecurity is a key component of how DOT measures disadvantage through a transportation lens. It occurs when people are unable to get where they need to go to meet the needs of their daily life regularly reliably and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity but not transportation insecurity. DOT is working to change that as a growing body of research indicates that transportation insecurity is a significant factor in persistent poverty.

As part of its original Transportation Disadvantage Index, DOT developed an initial transportation insecurity measure that included transportation access, transportation cost burden and safety. This measure is included in CEJST. This metric was then updated as part of the development of the ETC Explorer. The development and update of this metric was informed by Requests for Information (RFIs) and engagement with subject matter experts and the public. Additional work to further refine the metric is ongoing. Moving forward, DOT is examining how to incorporate system condition and enhanced access data into its transportation insecurity methodology.

Framework for Measuring and Estimating Distribution of Investment Benefits

Step 1: Defining a Benefit

DOT needed to first develop methodologies for measuring benefits. This began with creating a common understanding of what a "benefit" is. The *Interim Guidance* issued by the Office of Management and Budget (OMB) defined a benefit as the impact of any investment made that directly or indirectly impacts communities in a positive way.

Step 2: Inventory Program Activities

Recognizing that each program provides unique benefits through its investments, DOT's next step was to perform a complete inventory of activities for covered programs. This included a thorough review of the program's foundational material, research, and input from program managers and stakeholders.

Step 3: Verify Available Data and Establish Project Locations

DOT then gathered program data on funded projects while beginning the process to develop benefits metrics and measure benefits. This included GIS data on project location or service area, data provided by applicants requesting funding, and historical data on performance, when available and applicable.

Step 4: Identify and Match Benefit Metrics with Program Activities

DOT next evaluated Justice40 covered programs to establish the benefits that could be measured. In this process, several common benefit categories emerged. DOT defined these as: Access, Emissions Reduction, Jobs & Economic Competitiveness, Resilience and Safety.

- **Access –** Increased transportation access is possibly the most broad, inclusive, and impactful benefit measurement when it comes to improving quality of life. It is heavily influenced by travel times, reliability, comfort, safety, and affordable alternatives such as public transportation or active transportation and land use.
- **Emissions –** Reducing pollution from the transportation system.
- **Jobs & Economic Competitiveness –** Jobs benefits are created when a project creates good-paying jobs; offers resources to help train people to keep them in good-paying jobs or registered apprenticeships; and uses hiring practices that include underrepresented populations or local people. Economic Competitiveness benefits are associated with increased productivity and are often generated from operational and maintenance cost savings or efficiencies.
- **Resilience –** Resilience benefits associated with climate resilience come from decreasing the climate-related vulnerability to communities and infrastructure from greater precipitation, flooding, severe wildfires, excessive heat, or other climate-driven effects.
- **Safety –** Safety benefits of transportation projects generally stem from reductions in fatalities, injuries, and property damage, often by reducing crash risk or crash severity. Safety benefits can also accrue from providing safer multi-modal transportation alternatives and improvements to walkability by reducing travel distances and direct interaction with vehicles (i.e., safer, accessible sidewalks and crosswalks).

Step 5: Develop Methodologies that Measure the Benefits

Over the course of 2022 and early 2023, DOT developed methods to measure the benefits generated by each program. Through coordination with Justice40 covered program managers and program analysis, DOT was then able to determine the percentage of benefits generated across each program by each benefit category.

During the summer of 2023, DOT participated in a working group with multiple federal agencies to identify common metrics to measure whether benefits are reaching disadvantaged communities. The working group determined that looking at dollars per benefit theme is a consistent, scalable, replicable, and relevant way to measure Justice40 benefits across all federal agencies.



Step 6: Method for Estimating the Distribution of Benefits

Measuring benefit distribution in disadvantaged communities requires location data. The granularity that DOT's funding programs collect in location data varies from program to program. Examples of granularity include the- UZA, Congressional District, county, zip code, census tract and latitudinal/ longitudinal level. DOT has identified whether each jurisdiction in the above categories is disadvantaged or not according to CEJST and separately using the ETC Explorer.

Based on the project scope, location, and scale, buffers have been established to determine the reach of the project benefits by activity type. Due to the varying levels of geographic granularity of the data collected by each program, the distribution of benefits is project specific. Therefore, the use of buffers may be adjusted by each funding program based on the available data.

The formula below outlines DOT's approach to calculating baselines for its covered programs in each of the identified benefit categories. The methodology will continue to be updated as new data is available and more guidance is provided on this government-wide initiative.

How it is calculated

DOT is currently calculating two sets of baselines for DOT covered programs with funding history, using CEJST and the ETC Explorer. The first set of baselines is the total program baseline and the second is the baseline for benefits. This will help DOT to understand how its investments are flowing to disadvantaged communities as identified by CEJST and transportation disadvantaged communities as identified by the ETC Explorer.

To calculate the baselines across each covered program, DOT is planning to use the process described in the previous section and the following formulas below that illustrate the calculation process in more detail.

Total Program Baseline

Total funds awarded through the program to projects identified as disadvantaged	÷	Total funds awarded through the program	=	% of funds flowing to disadvantaged communities

Calculation of Baselines for Different Types of Benefit Categories (example: Emissions)

Step 1	Total funds awarded through the program	x	% of benefits generated by benefit category (ex: emissions)	=	Total funds reducing emissions
Step 2	Total funds awarded to project identified as being in a disadvantaged community	x	% of benefits generated by benefit category (ex: emissions)	=	Total funds reducing emissions flowing to disadvantaged communities
Step 3 (Baseline)	Total funds reducing emissions flowing to disadvantaged communities (calculated in Step 2)	÷	Total funds reducing emissions (calculated in Step 1)	=	% of funds flowing to disadvantaged communities reducing emissions

DOT is also in the process of designing a grants reporting system to calculate the percentage of funds flowing to disadvantaged communities as a whole and through each benefit category, covering the years 2016-2023 (for those funding programs with funding history going that far back) in addition to providing data on a variety of commonly requested data points.

Key Definitions

Covered Programs: USDOT currently has 40 covered programs across five modes. DOT is working with the White House to incorporate appropriate Inflation Reduction Act (IRA) programs. Over time, additional programs might be added or subtracted.

Benefits: *Interim Guidance* issued by the Office of Management and Budget (OMB) in 2021 defines a benefit as the impact of any investment made that directly or indirectly impacts communities in a positive way. Benefits are not specific to disadvantaged communities. An investment made by the DOT to help a local transit agency replace a bus shelter, for example, is expected to serve the local population for its expected useful life regardless of whether the community is disadvantaged or not. As described in the previous section, DOT's benefit categories include: Access; Emissions; Jobs & Economic Competitiveness; Resilience; and Safety.

Disadvantaged Communities: As set forth in Executive Order (EO) 14008 on *Tackling the Climate Crisis at Home and Abroad*, disadvantaged communities are those that are marginalized, underserved, and overburdened by pollution. Disadvantaged individuals or groups may be more likely to experience negative outcomes such as unemployment, poor health, or reduced access to services and opportunities. In the context of transportation, disadvantaged individuals or communities may also experience negative impacts from transportation sources, which can impact health, or receive fewer benefits from transportation services, which can limit their ability to access jobs, healthcare, education, and other essential services. DOT encourages applicants to its discretionary funding programs to use **CEJST** as the primary tool to identify "disadvantaged communities."

Transportation Disadvantaged Communities: DOT's Transportation disadvantaged index, included in the **ETC Explorer Tool** provides a unique transportation-focused lens to reflect how a community is experiencing disadvantage relative to transportation investments. The following indicators were identified as part of the transportation disadvantaged definition: Transportation Insecurity, Health Vulnerability, Environmental Burden, Social Vulnerability and Disaster Risk Burden. These components are either adapted from existing federal indices or are newly developed using federal data sources. DOT encourages applicants to its discretionary funding programs to use the ETC Explorer to increase understanding of transportation disadvantage at the community level and prioritize projects that mitigate or reverse the causes of transportation disadvantage.

Tools and Data Sources

The following tools and data sources can be used to identify disadvantaged communities in support of the Justice40 initiative:

CEJST: EO 14008 directed CEQ to develop a new tool called the Climate and Economic Justice Screening Tool, otherwise known as CEJST. The tool has an interactive map and uses datasets that are indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The tool uses this information to identify communities that are experiencing these burdens.

ETC Explorer Tool: DOT's Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 Census Tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The ETC Explorer is designed to complement CEQ's CEJST tool by providing users deeper insight into the Transportation disadvantage component of CEJST, which will help ensure the benefits of DOT's investments are reversing or mitigating the transportation related causes of disadvantage.

How DOT is advancing this KPI

This KPI supports DOT's Agency Performance Plan Strategic Objective 4.3: Climate Justice and Environmental Justice, which seeks to address the disproportionate negative environmental impacts of transportation on disadvantaged communities. DOT tracks progress toward Strategic Objectives through the annual performance report.

It also supports the DOT Equity Action Plan "Proactive Intervention, Planning and Capacity Building" pillar, which aims to ensure historically overburdened and underserved communities in urban and rural areas benefit from access to generational investment in the nation's infrastructure through direct, hands-on technical support for transportation projects with local impact. DOT tracks progress toward the Equity Action Plan through annual updates shown on the Equity Action Plan website.

Other DOT efforts that support or are supported by this KPI

The Justice40 Initiative relates to many efforts at DOT to advance equity, including, but not limited to: investments in disadvantaged communities, including those disadvantaged communities who have never applied for DOT funding before, and those communities located in rural or tribal lands; developing technical assistance opportunities and resources tailored for disadvantaged communities and partners,

such as the DOT Navigator and the ROUTES Initiative; building meaningful public engagement opportunities with disadvantaged communities; maximizing agency collaboration to benefit disadvantaged communities; developing a transportation insecurity methodology; and, providing internal equity trainings for the federal workforce.

What DOT is doing to achieve this KPI

In addition to monitoring this KPI by measuring the percentage of the benefits that flow to disadvantaged communities using grant award data, DOT is engaging grant applicants in the process as well. Applicants are asked to use CEJST and the ETC Explorer, to address in their grant application, how their community or project area is experiencing disadvantage, and how the benefits of a project will reverse or mitigate the burdens or disadvantage their community or project area is experiencing, related to lack of transportation investments or opportunities.

DOT's monitoring of all Justice40 covered programs will help the Department determine whether changes need to be made to those programs that are not achieving the 40% target. This could include changes to the data collection process, the creation of technical assistance tailored to disadvantaged communities, and other ways for Federal agencies and workers to learn how to better assist, engage, and allocate resources to disadvantaged communities across multiple programs

Where to learn more

More information about the Justice40 KPI can be found on this website.

More information on the ETC Explorer tool, in addition to the methodology and technical documentation, can be found on this website.

From: Gary Kramer <gary.kramer@ECRC.org>
Sent: Thursday, December 21, 2023 4:21 PM
To: Wilkinson, Cory
Cc: Austin Mount; Mary Beth Washnock; Paulk, Bryant; Robert Dees; Scott Moseley; VINCENT BEEBE
Subject: FW: Planning Emphasis Areas

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Cory,

FYI,

Sincerely,

Gary Kramer
Planner IV, Long Range Transportation Planning

EMERALD COAST REGIONAL COUNCIL

Working to preserve and enhance the quality of life in northwest Florida.

PO Box 11399, Pensacola, FL 32524
850-332-7976, ext. 219 | Fax: 850-637-1923
ecrc.org

From: Sullivan, Joseph(FHWA) <Joseph.Sullivan@dot.gov>
Sent: Thursday, December 21, 2023 4:17 PM
To: Gary Kramer <gary.kramer@ECRC.org>
Subject: FW: Planning Emphasis Areas

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gary,
There are no new federal emphasis areas. FDOT may have state emphasis areas. Please confirm with Bryant or his team. Hope this helps.

Take care and stay safe,
Joe

Joseph P. Sullivan
Environmental Protection Specialist
FHWA – Florida Division
Joseph.Sullivan@dot.gov

Have a*´¨)
¸.•´¸.•*´¨) ¸.•*¨)
(¸. (¸.•´ * Great Day!
(Help make it great for someone else)

From: Gary Kramer <gary.kramer@ECRC.org>
Sent: Tuesday, December 5, 2023 2:40 PM
To: Sullivan, Joseph(FHWA) <Joseph.Sullivan@dot.gov>; Dawson, Aaron (FHWA) <aaron.dawson@dot.gov>; Robert Dees <deesr@dot.state.al.us>; BRYANT PAULK <bryant.paulk@dot.state.fl.us>; Scott Moseley <moseleyg@dot.state.al.us>; VINCENT BEEBE <beebev@dot.state.al.us>
Cc: cory.wilkinson hdrinc.com <cory.wilkinson@hdrinc.com>
Subject: Planning Emphasis Areas
Importance: High

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

ALL:

Are there any new Federal and State Planning Emphasis Areas that need to be address in the Florida-Alabama 2050 Long Range Transportation Plan?

Sincerely,
Gary Kramer
Planner IV, Long Range Transportation Planning

EMERALD COAST REGIONAL COUNCIL

Working to preserve and enhance the quality of life in northwest Florida.

PO Box 11399, Pensacola, FL 32524
850-332-7976, ext. 219 | Fax: 850-637-1923
ecrc.org

Email communications to or from Emerald Coast Regional Council and its employees are considered to be public records. Florida's public records law requires these communications be made available to the public and media upon request. (Florida Statutes, Chapter 119)

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(850) 553-2201
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Federal Transit Administration
Region 4 Office
230 Peachtree St, NW, Suite 1400
Atlanta, Georgia 30303
(404) 865-5600

January 10, 2018

Mr. Jim Wood
Chief Planner
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399-0450

Dear Mr. Wood:

Over the past few months, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have worked closely with the Florida Department of Transportation (FDOT), the Metropolitan Planning Organization Advisory Council (MPOAC), and Florida's MPOs to clearly identify and document our expectations related to meeting federal requirements for the Long Range Transportation Plans (LRTPs) currently underway or being initiated within the next year or so. As a result of this coordination, we have developed the enclosed Federal Strategies for Implementation Requirements for LRTP Updates for the Florida Metropolitan Planning Organizations (MPOs).

Please share this information with other FDOT and MPO partners as deemed appropriate. We wish to thank FDOT and MPOAC, serving as the coordinating body for MPO input, for their assistance in this effort. The input received was considered and integrated into the final document and specifically addressed in the comment response document that will be released shortly. We look forward to our continued partnership to further the transportation goals of the MPOs and FDOT during the coming years.

If you have any questions, please do not hesitate to contact Ms. Karen Brunelle at (850) 553-2218 or karen.brunelle@dot.gov.

Sincerely,

FOR: James Christian, P.E.
Division Administrator
Federal Highway Administration

Enclosure: Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs

cc: Ms. Carmen Monroy, FDOT (MS-28)
Mr. Keith Melton, FTA (Region IV)
Mr. Carl Mikyska, MPOAC (MS-28B)
Mr. Mark Reichert, FDOT (MS-28)

Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs

January 2018

The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), developed this document to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding our expectations for meeting some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively.

Addressing Current Requirements

The following information is presented to highlight notable areas for improvement, as well as those of potential concern, in order to proactively assist the MPOs in meeting federal planning requirements. These topic areas were selected based on a past history of issues observed with them through our general stewardship responsibilities, or through the oversight responsibilities via the Transportation Management Area (TMA) certification reviews. FHWA and FTA would be pleased to work with FDOT and the MPOs to discuss interpretation examples and/or statewide templates as appropriate to support implementation consistency. Additional areas of concern may be addressed on an individual MPO basis as needed throughout the LRTP development process. Citations noted refer to regulations published in the May 27, 2016 *Federal Register*.

Stakeholder Coordination and Input

Specific Public Involvement Strategies: MPOs are required to develop a written plan that documents and explicitly describes the procedures, strategies, and outcomes of stakeholder involvement in the planning process for all the MPOs products and processes, including, but not limited to, the timing of and timeframe for public/stakeholder input on the LRTP and its amendments. The MPOs should take the time to ensure their LRTP outreach strategies in their public participation plan (PPP), whether documented in an overall MPO PPP or one specifically for LRTP outreach, are clear, transparent, and accurately describes when and how their stakeholders can be involved in the process. To this end, having non-transportation professional(s) review the document and provide their understanding of when and how long the public comment periods occur for the various planning products can be helpful to ensure the information is being interpreted as intended. {23 CFR 450.316(a)(1)}

Public Involvement/Tribal/Resource Agency Consultation: Consultation on the MPO's planning products (including the LRTP) with the appropriate Indian Tribal governments and Federal land management agencies (when the planning area includes such lands) is required to be documented. The interaction documentation with these stakeholders needs to outline the roles, responsibilities and key decision points for consulting with other governments and agencies. MPOs should ensure that their plans and/or documentation include such procedures.

Additionally, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the

LRTP. This consultation consists of comparisons of state conservation plans/maps, and inventories of natural or historical resources with transportation plans, as appropriate and if available. This consultation process is also required to be documented, ideally in the public participation plan. Note that the Tribal governments and resource agencies mentioned above are also required to be involved in the development of the various consultation processes with these agencies. {23 CFR 450.316(a)(1), (c), (d), (e); 23 CFR 450.324(g)}

Measures of Effectiveness: Many MPOs have what appear to be very successful strategies for reaching out and incorporating public comment into their products and processes. However, there is no systematic confirmation or validation that the strategies are indeed working. MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update. {23 CFR 450.316(a)(1)(x)}

Fiscal Constraint

Project Phases: Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. For a project in the cost feasible plan, the phase(s) being funded and the cost must be documented. Additionally, the source of funding for each phase must be documented in the first 10 years of the LRTP. The phases to be shown in LRTPs include Preliminary Engineering (PE), Right of Way (ROW) and Construction. PE includes both the Project Development and Environment (PD&E) and Design phases. FHWA and FTA support the option of combining the PD&E and Design phases into an overall PE phase for these long range estimates. Boxed funds can be utilized as appropriate to document the financing of smaller projects, such as sidewalks, or early phases of projects, such as PD&E. However, the individual projects utilizing the box need to be listed, or at a minimum, sufficiently described in bulk in the LRTP (i.e. PD&E for projects in Years 2020-2025). {23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)}

Full Time Span of LRTP (1st 5 Years): Plans are required to have at least a 20-year horizon. The effective date of the LRTP is the date of the MPO adoption of the plan. As such, the MPO is required to have an LRTP that includes projects from the date of adoption projected out at least 20 years from that date. The LRTP is a planning document that describes how the proposed projects will help achieve the regional vision. The Transportation Improvement Program (TIP), however, is a reflection of the investment priorities which are established in the LRTP. When adopting an updated LRTP, the projects in the previous LRTP are assessed and revised to acknowledge projects that have: 1) moved forward (these are typically removed from the updated LRTP), 2) shifted in time (these could be moved forward or back in implementation in the updated LRTP), and 3) been added or deleted based on the MPO's current priorities. The TIP is only a resource for determining which projects have moved forward. **The TIP, which is based on the previous LRTP, is not a substitute for the first 5 years of the updated LRTP.** Additionally, the TIP is a 4-year programming document that, in Florida, is adopted every year and thus expires annually. When LRTPs "include the TIP", it is a reference to a static and outdated document once the next TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which occurs annually in Florida Therefore, the MPOs will need to show all of the projects, phases, and

estimates from the adoption date through the horizon year of the LRTP, which is considered the entire time period of the LRTP. In addition, funding sources need to be shown for all projects from the adoption date through the first 10 years. {23 CFR 450.324(a); 23 CFR 450.326(a)}

Technical Topics

SHSP Consistency: We have come a long way from "What is the Strategic Highway Safety Plan (SHSP)?" to having LRTPs address the safety of all users throughout the planning process. We have proactively and successfully encouraged the MPOs to include a safety element in their LRTPs and be consistent with the Florida SHSP. The changes to the planning regulations now require the goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the SHSP, to be integrated into the LRTPs either directly or by reference. However, the specific priorities, strategies, countermeasures and projects of the HSIP are not required to be integrated. We continue to strongly encourage their incorporation where appropriate. {23 CFR 450.306(b)(2), (d)(4)(ii); 23 CFR 324(h)}

The link to FDOT's 2016 SHSP is: http://www.fdot.gov/safety/SHSP2012/FDOT_2016SHSP_Final.pdf

Freight: Florida's MPOs have been proactive in assessing and incorporating their freight needs. Freight shippers and providers of freight transportation services have been required to be incorporated into the stakeholder outreach that the MPO uses throughout the planning process and the LRTP to address the projected demand of goods transportation on the network. Changes to the planning requirements now also encourage the consultation of agencies and officials planning for freight movements. With the National Highway Freight Program a core funding category of federal funds, having a solid basis for incorporating freight needs and projecting the freight demands will be key to the LRTP's success for meeting its regional vision for the goods movement throughout the area. Additionally, the planning regulations now require the goals, objectives performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference. While freight is one of the planning factors, it deserves special emphasis, and will need to play a more prominent role in future LRTPs. The MPOs need to show a concerted effort to incorporate freight stakeholders and strategies into the next LRTP. {23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324 (b), (f)(1), (f)(5)}

Environmental Mitigation/Consultation: For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. The LRTP discussion can be at a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) 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. MPOs should be aware that the use of ETDM alone is not environmental mitigation. The use of ETDM is considered project screening and is not a system-wide review of the planning area. Documentation of the consultation with the relevant agencies should be maintained by the MPO. {23 CFR 450.324(f)(10)}

Congestion Management Process: The management of congestion has played an increasing role in the operations of transportation networks. One of the key activities of the process is to evaluate the effectiveness of the strategies the process produces. The MPO must demonstrate that the congestion management process is incorporated into the planning process. The process the MPO uses can be documented separately or in conjunction with the LRTP. The process is required to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP. The new planning requirements provide for the optional development of a Congestion Management Plan (CMP) that includes projects and strategies that will be considered in the TIP. This optional plan is different than documenting the processes that the MPO uses to address the congestion management. The CMP, if used, needs to 1) develop regional goals, 2) identify existing transportation services and commuter programs, 3) identify proposed projects, and 4) be developed in consultation with entities that provide job access reverse commute or job-related services to low-income individuals. {23 CFR 450.322}

Americans with Disabilities Act (ADA) Transition Plans: Government agencies with 50 or more employees that have control over pedestrian rights of way (PROW) must have transition plans for ADA. Agencies with less than 50 employees that have control over PROW must have an ADA Program Access Plan, describing how they provide access for those with disabilities to programs, services and activities. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. However, all MPOs play an important role in ADA compliance by assisting agencies with sidewalk inventories, gap studies, etc. MPOs can also go a good deal further, but should at a minimum serve as a resource for information and technical assistance in local government compliance with ADA. {28 CFR 35.105; 28 CFR 35.150(d)}

Administrative Topics

LRTP Documentation/Final Board Approval: The date the MPO Board adopts the LRTP is the effective date of the plan. The contents of the product that the MPO adopts on that date includes at a minimum: 1) the current and projected demand of persons and goods; 2) existing and proposed facilities that serve transportation functions; 3) a description of performance measures and targets; 4) a system performance report; 5) operational and management strategies; 6) consideration of the results of the congestion management process; 7) assessment of capital investment and other strategies to preserve existing and future infrastructure; 8) transportation and transit enhancement activities; 9) description of proposed improvements in sufficient detail to develop cost estimates; 10) discussion of potential environmental mitigation strategies and areas to carry out the activities; 11) a cost feasible financial plan that demonstrates how the proposed projects can be implemented and includes system level operation and maintenance revenues and costs; and 12) pedestrian walkway and bicycle transportation facilities which are required to be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. FHWA and FTA expect that at the time the MPO Board adopts the LRTP, a

substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public, should have periodically had opportunities to review and comment on products from interim tasks and reports that culminated into what is referred to as the final Plan. Finalizing the LRTP and its supporting documentation is the last activity in a lengthy process. All final documents are required to be made readily available for public review and to be made available electronically. The final document(s) should be posted online and available through the MPO office no later than 90 days after adoption date. The MPOs' schedules for this round of LRTP development are expected to allow ample time for the Board to adopt the final LRTP product no later than 5 years from the MPOs' adoption of the previous LRTP. These adoption dates have recently been confirmed with each MPO. {23 CFR 450.324 (a), (c), (f), (k)}

LRTP & STIP/TIP Consistency: The STIP and TIPs must be consistent with the relevant LRTPs as they are developed. FHWA and FTA staff will be checking for this consistency during the STIP approval process. The results of previous reviews indicate that emphasis is still needed to ensure that projects are accurately reflected in both the TIP and STIP and that these projects are flowing from and are found to be consistent with the MPO's LRTP. Additionally, when amendments to the STIP/TIP are made, the projects must also be consistent with the LRTP from which they are derived. When STIP/TIP amendments are received by FHWA and FTA, they will be reviewed for consistency with the applicable LRTP. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed. {23 CFR 450.330; 23 CFR 450.218(b)}.

New Requirements

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. However, they will be required to be addressed for the next LRTP.

New Planning Factors: The MPO is required to address several planning factors as a part of its planning processes. The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area. Efforts should be made to think through and carefully consider how to address each factor. There are two new planning factors that need to be considered in the next LRTPs: 1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and 2) enhancing travel and tourism. Florida has a strong history of proactively addressing these transportation areas. These experiences can be drawn upon to incorporate the new factors into the planning processes. {23 CFR 450.306(b)9, (b)(10), (c)}

Transportation Performance Management: As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system and the resources that build and maintain the system. As such, a performance-based approach to transportation decision making will be required for the FDOT and MPOs. As the MPOs and FDOT are aware, the performance measures required to be addressed in the LRTPs are documented in final rules that were published in the Federal Register on March 15, 2016 and January 18, 2017. The MPOs will set their targets

in accordance with the schedule established in these final rules. FDOT and the MPOs have flexibility as to the documentation and process used for setting the targets, as long as the targets are made publicly available once they are set. The next LRTPs (when updated or amended after May 27, 2018) will be 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. The report is a tool that evaluates and updates the condition of the transportation system in relation to the performance measures and targets. While guidance is still being developed, the report would include for each performance measure information such as: the target set; the baseline condition at the start of the evaluation cycle; the progress achieved in meeting the targets; and a trend-type comparison of progress with previous performance reports. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available. We recognize that these initial LRTPs will be developed during a transition period, and commit to working with the MPOs to ensure that the regulations are reasonably being addressed. {23 CFR 450.306(d)(4); 23 CFR 450.324(f)(3), (f)(4)}

For more TPM information and the tools tailored for Florida partners, please go to: https://www.fhwa.dot.gov/fldiv/tpm.cfm

Multimodal Feasibility: The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. {23 CFR 450.324}

Transit Asset Management: The MPO is required to set performance targets for each performance measure, per 23 CFR 450.306(d). Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class. Planning for TAM/Roles and Responsibilities for MPOs and State DOTs can be found on the FTA website: https://cms.fta.dot.gov/sites/fta.dot.gov/files/planning-tam-fact-sheet.pdf

Emerging Issues

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. These issues are receiving considerable attention in national discussions. Each MPO has the discretion to determine whether to address these emerging topics in their LRTP at this time and the appropriate level of detail. Beginning to address these issues early on may potentially minimize the level of effort needed to achieve future compliance.

Mobility on Demand (MOD): Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system- of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model.

ADS (also known as self-driving, driverless, or robotic) are vehicles in which some aspect of vehicle control is automated by the car. For example, adaptive cruise control, where the vehicle automatically speeds up, slows down, or stops in response to other vehicle movements in the traffic stream is an automated vehicle function. Connectivity is an important input to realizing the full potential benefits and broad-scale implementation of automated vehicles. The preliminary five-part formal classification system for ADS is:

- Level 0: The human driver is in complete control of all functions of the car.
- Level 1: A single vehicle function is automated.
- Level 2: More than one function is automated at the same time (e.g., steering and acceleration), but the driver must remain constantly attentive.
- Level 3: The driving functions are sufficiently automated that the driver can safely engage in other activities.
- Level 4: The car can drive itself without a human driver

CV includes technology that will enable cars, buses, trucks, trains, roads and other infrastructure, and our smartphones and other devices to "talk" to one another. Cars on the highway, for example, would use short-range radio signals to communicate with each other so every vehicle on the road would be aware of where other nearby vehicles are. Drivers would receive notifications and alerts of dangerous situations, such as someone about to run a red light as they're nearing an intersection or an oncoming car, out of sight beyond a curve, swerving into their lane to avoid an object on the road.

Rapid advances in technology mean that these types of systems may be coming on line during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.

Resources for additional information:
Mobility on Demand: https://www.its.dot.gov/factsheets/pdf/MobilityonDemand.pdf
Autonomous Vehicles: https://www.its.dot.gov/research_areas/pdf/WhitePaper_automation.pdf
Connected Vehicles: https://www.its.dot.gov/cv_basics/index.htm
Transportation Planning Capacity Building Connected Vehicle Focus Area:
https://planning.dot.gov/focus_connectedVehicle.asp

Proactive Improvements

This section describes topics that are not currently required by federal laws and rules to be addressed in LRTPs nor are they required by the May 27, 2016 regulation changes. As such, MPOs are not required to include these considerations in their current planning processes and plans. These areas are intended to be a proactive change in the LRTPs to help Florida continue to make positive strides in long range planning.

New Consultation: There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction. These consultations are a natural evolution of implementing the new planning factors for which Florida has experience in doing. {23 CFR 450.316(b)}

Summary of Public Involvement Strategies: Seeking out and considering the needs of traditionally underserved populations is a key part of any public involvement process. When the MPO carries out stakeholder involvement, they may use a variety of strategies. These strategies ultimately demonstrate that their planning process is consistent with Title VI and other federal anti-discrimination provisions in the development of the LRTP. In order to clearly demonstrate this consistency, the MPOs should summarize the outreach information. This information should be derived from the MPO's public involvement plan elements. The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP. {23 CFR 450.316(a)(1)(vii)}

Impact Analysis/Data Validation: In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan. Where some MPOs struggle in using data to assess likely impacts, other MPOs attempt to use data to assess the needs. Some look at a dollar spread among minority/non-minority areas to determine equity. This approach is probably not the best method to use, since higher dollar amounts might indicate capacity projects when the community needs more pedestrian connectivity, for example. We suggest using the data tools found at https://www.fhwa.dot.gov/environment/environmental_justice/resources/data_tools/. Additionally, as time passes it becomes more important to validate the 2010 census data being used. School Boards, emergency service agencies, tax rolls and staff knowledge are all good sources to ensure data quality. {23 CFR 450.316(a)(1)(vii); 23 CFR 420.324(e)}

FDOT Revenue Forecast: To help stakeholders understand the financial information and analysis that goes into identifying the revenues for the MPO, we recommend the MPO include FDOT's Revenue Forecast in the appendices that support the LRTP. {23 CFR 450.324(f)(11)(ii)}

Sustainability and Livability in Context: We encourage the MPO to implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. MPO policies and practices that support an integrated surface transportation system for all users that is efficient, equitable, safe, and environmentally sustainable will improve transportation choices and connectivity for all users especially those walking and bicycling. Building partnerships with traditional and nontraditional stakeholders will facilitate the development and implementation of transportation projects that improve integration, connectivity, accessibility, safety and convenience for all users. The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users. {23 CFR 450.306(b)}

Scenario Planning: The new planning requirements describe using multiple scenarios for consideration by the MPO in the development of the LRTP. If the MPO chooses to develop these scenarios, they are encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario. {23 CFR 450.324(i)}

Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs

November 2012

The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), developed the following summary to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding our expectations for meeting some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. 23 CFR 450.306, 316 and 322 describe the basic requirements of the metropolitan transportation planning process, including a documented public participation plan and development and content of the metropolitan transportation plans respectively. The following information is presented to highlight notable areas for improvement, as well as those of potential concern, and to assist the MPOs in meeting federal planning requirements. Additional areas may be addressed on an individual MPO basis as needed throughout the LRTP development process.

Because projects in a Transportation Improvement Program (TIP) are required to demonstrate planning consistency with the LRTP, the requirements for project inclusion in a TIP must also be considered when developing the LRTP. As a reminder, projects that need to be included in the TIP are: all projects using FHWA and/or FTA funds; all regionally significant projects requiring an FHWA or FTA action regardless of funding source; and regionally significant projects to be funded with Federal funds other than those administered by FHWA or FTA or regionally significant projects funded with non-federal funds (23 CFR 450.324(d)). There are exceptions for certain projects such as emergency relief and state planning and research projects. All of the exempt project categories can be found in 23 CFR450.324(c). The reference to regionally significant projects applies to capacity and non-capacity projects. Capacity projects are projects that expand the capacity of existing transportation systems, such as adding lanes to roadways, new/expanded rail service and intermodal facilities. Non-capacity projects are activities that are designed to support, operate and maintain the state transportation system (See Appendix 1 for a list of capacity and non-capacity programs/activities).

Projects in the LRTP: Recently we have been responding to several questions regarding types of projects that need to be included in the LRTP. As stated in 23 CFR 450.322(f), the LRTP is required to include the projected transportation demand in the planning area, the existing and proposed transportation facilities that function as an integrated system, operational and management strategies, consideration of the results of the Congestion Management Plan, strategies to preserve the existing and projected future transportation infrastructure, pedestrian and bicycle facilities, and transportation and transit enhancement activities.

As noted in 23 CFR 450.104, a regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93.126, 127 and 128)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

If a project meets the definition of regionally significant, then the project must be included in the Cost Feasible LRTP regardless of the project's activities (i.e. construction, facility widening, ITS installations, etc.).

Grouped Projects in the LRTP: Federal regulations allow a specifically defined type of project(s) to be grouped in the TIP. Similar groupings in the LRTP would be permissible. However, the ability to group project(s) depends on the regional significance of the project(s). Grouped projects in the TIP are typically ones that are not of an appropriate scale to be individually identified and can be combined with other projects which are similar in function, work type, and/or geographic area. Classifications of these grouped project types are listed under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Examples are: activities which do not involve or lead directly to construction (such as planning and technical studies or grants for training and research programs); construction of non-regionally significant bicycle and

pedestrian lanes, paths, and facilities; landscaping; installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur; rest areas and truck weigh stations; ridesharing activities; and highway safety or traffic operations improvement projects. Therefore, if grouping projects in the LRTP, the groups need to be specific enough to determine consistency between the LRTP and the TIP.

Fiscal Constraint

Operations & Maintenance: LRTP cost estimates need to be provided for the Operations and Maintenance (O&M) activities for the entire timeframe of the LRTP. System level estimates for O&M costs may be shown for each of the five-year cost bands or may be provided as a total estimate for the full LRTP timeframe. System level is interpreted to mean the system within the MPO planning boundaries. Local agencies, working with the MPO, need to provide cost estimates for locally-maintained facilities covered in the Plan. FDOT, working with the MPO, needs to provide cost estimates for the state-maintained facilities covered in the Plan. System level estimates at the FDOT District level are acceptable for the state-maintained facilities. The LRTP will also need to identify the general source of funding for the O&M activities. Since O&M costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects will need to be shown in order to demonstrate fiscal constraint. (23 CFR 450.322(f)(10)(i)).

Total Project Costs: For total project costs, all phases of a project must be described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented. Any project which will go beyond the horizon year of the LRTP must include an explanation of the project elements beyond the horizon year and what phases/work will be performed beyond the horizon year of the plan. The costs of work and phases beyond the horizon year of the plan must be estimated using Year of Expenditure (YOE) methodologies and the estimated completion date may be described as a band (i.e. Construction expected 2040-2050, $40M). If there is more than one phase remaining to be funded, these may be shown as a combined line item for the project (i.e. ROW/Construction expected 2040-2050,

$50M). FHWA does not expect that this paragraph will apply to routine system preservation or maintenance activities. Total project costs will be shown for capacity expansion projects and for regionally significant projects. (23 CFR 450.322(f)).

Cost Feasible Plan: Revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included. The phases to be shown in LRTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&E and Design phases into "Preliminary Engineering"). Boxed funds can be utilized as appropriate to finance projects. However, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020). (23 CFR 450.322(f)(10)).

New Revenue Sources: If the LRTP assumes a new revenue source as part of the cost feasible plan, the source must be clearly explained, why it is considered to be reasonably available, when it will be available, what actions would need to be taken for the revenue to be available, and what would happen with projects if the revenue source was not available. If, for example, the most recent action of a governing body or a referendum of the public defeated a similar revenue source, then the new revenue source may not be included in the Cost Feasible LRTP unless the MPO can justify the revenue source and explain the difference between the action that failed and the action being proposed (for further details, please see FHWA Guidance Financial Planning and Fiscal Constraint for Transportation Plans and Programs issued by Gloria Shepherd, Associate Administrator for Planning, Environment and Realty on April 17, 2009). This applies to all revenue sources in the LRTP (i.e. federal, state, local, private, etc.)

Federal Revenue Sources: Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP. (23 CFR 450.322(10)f(iii))

For FTA funded projects, MAP-21 has repealed eight programs from SAFETEA-LU and shifted many of the eligible activities to formula programs. Repealed programs (or uses consolidated in other formula programs) include Clean Fuels (5308), Fixed Guideway Modernization (5309), Bus and Bus Facilities (5309), JARC (5316), New Freedom (5317), Paul Sarbanes Transit in the Parks (5320), Alternatives Analysis (5339) and Over the Road Bus (3038). Formula programs now include Metropolitan Planning and State Planning (5305); Urbanized Area Formula (5307); Enhanced Mobility of Seniors and Persons with Disability (5310); Rural Area Formula (5311) and RTAP (5311); Formula Grants for Public Transportation on Indian Reservations (5311); Research and Development, Demonstration and Deployment (5312), State of Good Repair (5337), Bus and Bus Facilities Formula Grants (5339). Eligible new uses which are notable include Safety Programs and Transit Asset Management, Operations in areas with 200,000 or more population with up to 100 buses; Transit Oriented Development Planning and Bus Rapid Transit demonstration projects; Core Capacity Improvements and several others.

Discretionary awards that have been repealed under MAP-21 however, may have unspent funds awarded under SAFETEA-LU in the repealed programs that still must be shown in the LRTP, TIP and STIP to obligate the funds in FTA's TEAM system. Hence, project categories such as Bus Livability, Clean Fuels, Alternatives Analysis, Transit in the Parks, etc.) may still need to be described and/or pursued by the transit grantee within the LRTP for FFY 2011 and FFY 2012 funds remaining. However, MAP-21 greatly reduced the number and type of discretionary awards through FTA. As such, the MPO and the transit grantee may no longer need to consider how to account for the possibility of placing a discretionary transit project through a competitive award (as well as formula funds) as part of the cost feasible LRTP except for New Starts, Small Starts, Core Capacity, Bus Rapid Transit Demonstration or Transit Oriented Development Demonstration Planning programs.

The purpose, need and perceived benefit of the transit project as well as geographic distribution of funds may play a role in project selection. As such, a transit needs plan with projects which may be unfunded when the LRTP is prepared may need to be considered, especially for major New Start/Small Start and other capital projects like the new Core Capacity program which must

eventually be placed within the cost feasible LRTP to have funds awarded. Regardless, discretionary awards if any must also be eventually listed within the cost feasible LRTP for FTA to obligate the awarded funds in a grant to a transit grantee.

Full Timespan of the LRTP: The LRTP is a document that has a planning horizon of at least 20 years. The LRTP is based upon the region's visioning of the future within the bounds of the financial resources that are available to the region during that timeframe. The LRTP is not a programming document, but rather a planning document that describes how the implementation of projects will help achieve the vision. Therefore, the MPOs will need to show all the projects and project funding for the entire time period covered by the LRTP, from the base year to the horizon year. (23 CFR 450.322(a))

Environmental Mitigation: For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and opportunities which are developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. MPOs should be aware that the use of ETDM alone is not environmental mitigation. That effort would be considered project screening and is not a system-wide review. Documentation of the consultation with the relevant agencies should be maintained by the MPO. (23 CFR 450.322(f)(7) and (g))

For transit capital projects, the environmental class of action is usually considered by FTA regional offices in concert with transit grantees as the projects are analyzed and developed. Transit maintenance and transfer facilities and major capacity projects like light, heavy or commuter rail, BRT, etc. may require a separate National Environmental Policy Act (NEPA) document while acquisition of vehicles, provision of repairs, planning studies, engineering, etc, would not require a document. As such, environmental mitigation issues would tend to be developed as part of the NEPA document for specific projects with a NEPA decision made prior

to the award of FTA funds. Likewise, transit environmental benefits like reduction in SOV trips and VMT, reduction in greenhouse gases, pedestrian and bicycle linkages, transit oriented/compact development (which is more walkable) may need to be stated within the broad parameters in the LRTP. Most FTA planning studies are required to be listed in the Unified Planning Work Program (UPWP) and not necessarily the TIP and STIP (although many MPO's still list the studies in the TIP and STIP). Preliminary engineering, final design, right of way, utility relocation, construction, etc. for transit capital projects would need to be listed in the LRTP, TIP and STIP.

Linking Planning and NEPA: Since 2008, prior to FHWA approving an environmental document (Type-2 Categorical Exclusion, Finding of No Significant Impact, or Record of Decision) and thereby granting location design concept approval, the project must be determined to be consistent within the LRTP, the TIP and Statewide Transportation Improvement Program (STIP). The project consistency refers to the description (for example project name, termini and work activity) between the LRTP, the TIP and the STIP (23 CFR 450.216(k), 450.324(g) and 450.216(b)). The NEPA document must also describe how the project is going to be implemented and funded. The project implementation description in the NEPA document needs to be consistent with the implementation schedule in the LRTP and TIP/STIP as well.

LRTP Documentation/Final Board Approval: FHWA and FTA expect that at the time the MPO board adopts the LRTP, a substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public should have periodically reviewed and commented on products from interim tasks and reports that culminate into the final Plan. Finalizing the LRTP and its supporting documentation should be the last activity in a lengthy process. All final documents should be posted online and available through the MPO office no later than 90 days after adoption. The MPOs' schedules for this round of LRTP development are expected to allow for the Board to adopt the final LRTP no later than 5 years from the MPOs' adoption of the previous LRTP.

Documented LRTP Modification Procedures: If not already in place, MPOs need established written and Board approved procedures that document how modifications to the LRTP are addressed after Board adoption. The procedures should specifically explain what qualifies as a modification as opposed to an amendment as defined in 23 CFR 450.104. These procedures can be included as part of the LRTP, the PPP, or provided elsewhere as appropriate. FHWA is currently beginning work with FDOT and the MPOs on an LRTP amendment process which will include statewide procedures and thresholds, similar to the STIP amendment process. This effort will assist the MPOs in determining when LRTP amendments are required.

LRTP & STIP/TIP Amendment Consistency: The STIP and TIPs must be consistent with the relevant LRTPs. When amendments to the STIP/TIP are made, the projects must also be consistent with the LRTP from which they are derived. FHWA and FTA staff will be checking for this consistency. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed. (23 CFR 450.328 and 23 CFR 450.216(b))

FHWA and FTA understand that when developing project cost estimates in an LRTP, the cost is an estimate which becomes more refined as a project advances. Projects being refined between plans will not be required to update their costs in the existing LRTP if new, more accurate information regarding project cost becomes available. However, it is expected that upon the next scheduled adoption of the LRTP, the latest project cost estimates shall be used.

Transit Projects and Studies

Major Transit Capital Projects: For LRTP development purposes, federal funding sources for major transit capital projects must be proposed and may not currently be identifiable (or currently allocated) for use in the urbanized area. The Federal Transit Administration funds projects such as New Start rail and BRT, as well as major capital facilities such as administrative buildings or maintenance facilities with formula and/or discretionary program dollars allocated on an annual basis. As mentioned, MAP-21 made changes to and reductions in transit discretionary programs. Therefore in order to plan for a transit "New Start" in the LRTP, the MPO must assume they will be successful in competing for discretionary FTA New Starts

program dollars. A reasonable funding mix might be to assume 50% FTA/25% Local/25% State funding, as is currently the norm in Florida. Also, MAP-21 greatly expands the use of TIFIA loans. Grantees may be proposing use of a TIFIA loan or other loan to help bridge the gap in capital financing for a New Start which in some cases for large projects in multiple phases may take up to five years to design and build (per phase).

With regard to the planning of a major capital transit facility other than a New Start, the assumption must be made that FTA program funds such as "State of Good Repair" or "Bus and Bus Facilities" will be awarded to the transit system based on formula. As mentioned, large discretionary awards will be fewer under MAP-21. In most cases, a likely funding mix for State of Good Repair or Bus and Bus Facilities might be 80% FTA/20% local, or up to 100% FTA matched with toll revenue credits.

Transit Facility: The transit grantee may propose a specific transit maintenance facility, transfer facility, multi-modal station, park n ride lot with transit service or other transit facility for rehabilitation, renovation or new construction. Generally, such facility improvements remain eligible for FTA 5307, 5309, 5337 (new State of Good Repair formula program), 5339 (new bus and bus facility formula program) funds from FTA, or for FLEX funds from FHWA flexed to FTA for the transit use by the transit grantee. At a minimum, such facilities should be contained within the TIP, STIP and be "consistent with" the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific facilities and their general location if known. Inclusion might also mention feasibility studies, preliminary engineering, appraisals, final design, property acquisition and relocation (if any) and NEPA documents and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds in the constrained LRTP.

Transit Service including Fixed Route Bus, Deviated Route, Para-transit, Enhanced or Express Bus: The transit grantee may propose a specific new transit service for a new area or corridor. Generally, such new service is eligible for 5307 or 5310 funds from FTA, or for L230 FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be "consistent with" the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific service improvements to be undertaken (and the general location if known). Inclusion might also mention feasibility studies, operational

plans, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds.

Transit Service Including Bus Rapid Transit (BRT), Light Rail Transit (LRT) Heavy Rail Transit (HRT), Commuter Rail Transit (CRT), Streetcar through the New Starts/Small Starts Program: The transit grantee may propose a specific new fixed guideway transit service (like BRT, LRT, HRT, CRT or Streetcar) to serve a new area or corridor as part of FTA's New Starts/Small Starts or Core Capacity Program. Generally, such new service is eligible for 5307 or 5309 funds from FTA, or for FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be "consistent with" the LRTP. As such service may be a large capital expenditure, the project, termini and cost would need to be specified in the constrained LRTP. Inclusion might also mention feasibility studies, NEPA studies, preliminary engineering and final design, right of way acquisition, operational plans, modeling improvements, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds would require an LRTP amendment to show such funds in the constrained LRTP.

Emerging Issues

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. However, these issues are receiving considerable attention in discussions related to the passage of Moving Ahead for Progress in the 21st Century (MAP-21). Each MPO has the discretion to determine whether or not to address these topics in their LRTP at this time, and the appropriate level of detail. Depending upon when MAP-21 implementing guidance is released, the new requirements may have to be addressed within a short timeframe. So beginning to address these issues early on may potentially minimize the level of effort needed to achieve future compliance.

Safety and Transit Asset Management: MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.

Performance Measurement: FHWA and FTA encourage the MPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP's effectiveness in increasing system performance will be needed. Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

Freight: The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation's economic well-being and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.

Sustainable Transportation and Context Sensitive Solutions: The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense "walkable" neighborhood areas, arterial "gateways", greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian

improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming.

Also, spatial relationships that support public transit like transit oriented development and the "trip not taken" while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.

Proactive Improvements

This section describes topics that are not currently required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. These areas are intended to be a proactive change in the LRTPs to help Florida continue to make positive strides in long range planning.

Linking Planning and NEPA: For highway projects, we are continually looking for strategies that improve the linkage between planning and environmental processes. For the inclusion of regionally significant projects in the Cost Feasible Plan of the LRTP, MPOs should strongly consider including a purpose and need statement for the project in the LRTP. This purpose and need statement will be carried into the National Environmental Policy Act (NEPA) process and will be one way to enhance the linkage between planning and NEPA. For example, this purpose and need statement could briefly provide the rationale as to why the project warranted inclusion in the LRTP. (450.324 (d); 450 Appendix A to Part 450, Section II Substantive Issues, 8)

Climate Change: MPOs may also wish to give consideration to climate change and strategies which minimize impacts from the transportation system. FHWA supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. State legislation now encourages each MPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, MPO LRTP Updates are encouraged to include discussions and strategies aimed at addressing this issue.

Scenario Planning: Pursuant to MAP-21, MPOs may elect to develop multiple scenarios for consideration in the development of the LRTP. If the MPO chooses to develop these scenarios, it is encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, revenue constrained scenarios, and estimated costs and potential revenue available to support each scenario.

Description of the Major Programs Included in the 2035 Revenue Forecast

Capacity Programs	Non-Capacity Programs
SIS Highways/ FIHS Construction & ROW - Construction, improvements, and associated right of way on SIS highways and the FIHS (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Safety - Includes the Highway Safety Improvement Program, the Traffic Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, capacity improvements, land acquisition, planning, economic development, and preservation.	Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Bridge - Repair and replace deficient bridges on the state highway system. In addition, 15% of federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).
Intermodal Access - Improving access to intermodal facilities and acquisition of associated rights of way.	Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).
Seaport Development - Funding for the development of eligible ports, including projects such as land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS or FIHS. Also includes funding for the Economic Development Program, the County Incentive Grant Program., and the Small County Outreach Program.	Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Other – Technically, this category is not a "program." It primarily represents FDOT financial commitments such as debt service and reimbursements to local governments.

Florida Planning Emphasis Areas 2021

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 MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing

conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and *the FDOT Quick Guide: Incorporating Resilience* in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

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FLORIDA PLANNING EMPHASIS AREAS

A RESOURCE GUIDE TO NOTABLE PRACTICES

FDOT

JULY 2022

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Geographic Equity	Denver Regional Council of Governments	US	M	D	23
Public Outreach Toolbox	North Central Texas Council of Governments	US	L	D	25
Path to Equity Policy Guide	City of Richmond	US	L	D	27
Nondiscrimination and Equity Plan	Hillsborough MPO	FL	L	D	29
Transit Technical Assistance	National Capital Region Transportation Planning Board	US	L	I	31
Mapping Tool / Public Outreach	Miami-Dade TPO	FL	L	T	33
Public Outreach	Greater Portland Council of Governments	US	M	T	35

[1] Size of the entity is determined as Large (greater than 1 million); Medium (between 200,000-1 million); Small (less than 200,000)

[2] D is Document, I is Initiative, and T is Tool

RESILIENCY					37
Vulnerability Assessment	Houston-Galveston Area Council Hillsborough MPO	US FL	L	D	39
Mitigation Study	National Capital Region Transportation Planning Board	US	L	D	41
Resiliency Study Framework	Broward MPO	FL	L	D	43
Resilience Guidance Document	Ocala/Marion TPO	FL	S	D	45
EMERGING MOBILITY					47
Feasibility Study	North Central Texas Council of Governments	US	L	D	49
Innovative Technologies Study	Hillsborough TBARTA	FL	L	D	51
Shared Mobility	Alamo MPO Boston MAPC Missoula MPO Cheyenne MPO	US	L L L S	D I D I	53
Mobility Hubs Program	Broward MPO	FL	L	I	55
Scenario Planning Outreach Tool	Atlanta Regional Commission	US	L	T	57
Data Exchange	Smart North Florida/North Florida TPO	FL	L	I	59

Organization of the document

This resource guide provides examples for the four Florida planning emphasis areas. Each emphasis area overview is summarized in context of federal law and FHWA and FTA guidance, FDOT policies and procedures, relationship to the FTP, and connection to the metropolitan transportation planning process. Following each emphasis area overview, implementable examples are documented with noteworthy aspects, application for Florida MPOs, and topics for addressing the emphasis areas in the metropolitan planning processes.

Each example is classified by its location, size, and outcome of the effort by the lead organization. Location identifies whether the example was inside or outside of Florida and the size provides an indication of the population served for the lead organization. The outcome of the effort is described as a document, an initiative, or a tool that other transportation planning agencies have developed. There are a variety of ways to address planning in each area, so the examples are meant to provide a flavor of activities rather than being an exhaustive list. As this guide was being produced, many examples were reviewed for their notable practices. However, for size and length purposes, this guide summarizes a few examples for each area acknowledging there are many great examples of work that could be highlighted.

Appendix H: 2050 Adopted Goals and Objectives (Final)

Florida-Alabama Transportation Planning Organization (FL-AL TPO) 2050 Long-Range Transportation Plan (LRTP)

Goals and Objectives Final

(Adopted April 10, 2024)

Vision

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

Mission

The FL-AL TPO Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

GOAL A:
A transportation system that is resilient, safe, and secure.

Objective	Statement
A.1	Increase safety for all motorized and non-motorized users in accordance with the Florida Department of Transportation “Target Zero” and the Alabama Department of Transportation “Towards Zero Deaths Initiative” standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP).
A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
A.3	Strive for a resilient, sustainable regional transportation system to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.
A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
A.9	Coordinate and cooperate with the Department of Defense, Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies including federal land management agencies, to enhance the security of the transportation system including the Strategic Highway Network (STRAHNet).

GOAL B: A transportation system that meets user needs.	
Objective	**Statement**
B.1	Obtain public input using targeted outreach efforts including Virtual Public Involvement (VPI) tools, and track results by ZIP code in accordance with the goals of the 2050 FL-AL LRTP Public Involvement Plan. Use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process.
B.2	Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.
B.3	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).
B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.
B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated, Connected, Electric, and Shared (ACES) Vehicles]. Accelerate the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies including non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.

GOAL C: A transportation system that is maintained and operated efficiently.	
Objective	**Statement**
C.1	Direct sufficient resources to preserve and enhance the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
C.3	Strive to include appropriate stormwater measures in roadway projects.
C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies and incorporate results from previous Corridor Management Studies.

GOAL D: A transportation system that Is multimodal, integrated, connected, and innovative.	
Objective	**Statement**
D.1	Interconnect land uses and transportation facilities.
D.2	Increase the accessibility and mobility of people and goods.
D.3	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS].
D.4	Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.
D.5	Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Regional Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.
D.6	Advance the flow of traveler information (such as innovative technology) and data sharing for consistency of data used in the planning process, including information used in forecasting travel demand.
D.7	Seek opportunities to provide a passenger rail system.

GOAL E:
A transportation system that supports and promotes economic vitality.

Objective	Statement
E.1	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to strive for efficient movement of people and goods.
E.2	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.
E.3	Implement projects that will support the military's ability to carry out its missions at the region's installations.
E.4	Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations, including Trail Towns designated by the Florida Department of Environmental Protection Office of Greenways and Trails.
E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
E.6	Promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.

GOAL F

A transportation system that is equitable, supports a high quality of life, respectful of the environment, public health, and vulnerable users.

Objective	Statement
F.1	Consider the health impacts of projects and policies for transportation investments.
F.2	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation through Planning and Environmental Linkages to consider environmental, community, and economic goals including trails and wildlife corridors.
F.3	Implement complete street and/or context sensitive design to prioritize safety, comfort, and access for people who use the street network to provide an equitable and safe network for travelers of all ages and abilities, including those from marginalized communities.
F.4	Improve para-transit services. Advance access to affordable transportation services for all ages and abilities and throughout underserved communities.
F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.
F.6	Maintain air quality attainment status for ground level ozone.
F.7	Align transportation system infrastructure investments to advance racial equity and support for underserved and disadvantaged communities, considering equitable and proportional representation of the population of the metropolitan planning area.
F.8	Advance the USDOT Equity Action Plan Key Performance Indicator for Justice40 to deliver 40 percent of the benefits of Federal transportation investment to disadvantaged communities.
F.9	Coordinate affordable housing with transportation planning, including affordable housing stakeholders in the transportation planning process.
F.10	Achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050. The GHG performance measure is the percent change in tailpipe carbon dioxide (CO_2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO_2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)]

GOAL G:
A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective	Statement
G.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.
G.2	Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Regional Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.
G.3	Strive for consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).
G.4	Continue to reach out to the traditionally underserved populations during the planning process to strive for access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.
G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Housing, and Utilities) Tribes, and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.
G.6	Coordinate with health and education planning efforts to strive for holistic community planning (economic, health, education, etc).
G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the Revenue Forecast, beyond the first four *Outer Years*.

Resolution of Approval

RESOLUTION FL-AL 24-11

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan 2050 Update, developed pursuant to IIJA and Florida Statutes; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) approved the Long Range Transportation Plan 2050 Update Scope of Services on November 8, 2023; and

WHEREAS, three public workshops, a survey, and comment cards, were the techniques employed for the public to provide comments on the Long Range Transportation Plan 2050 Goals and Objectives; and

WHEREAS, the Goals and Objectives were adopted by a Steering Committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry, and

WHEREAS the Steering Committee considered and incorporated the ten IIJA planning factors, performance measures, and other federal, state, and local transportation related documents in the development of the Goals and Objectives;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The Florida-Alabama TPO approves the Goals and Objectives for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 10th day of April 2024.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Colten Wright, Chairman

ATTEST: _____





HDR Engineering

General Planning Consultant to
Emerald Coast Regional Council and FL-AL TPO
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