Modal Planning

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

Highway: Its purpose is to serve interstate and regional commerce and long-distance trips. The SIS Highway Component makes up only 3 percent of Florida's public roads but carries 31 percent of the traffic. FDOT prepares a SIS Funding Strategy for the Highway Component and other modes which include three interrelated sequential documents: First Five Year Plan (FDOT Five Year Work Program SIS capacity funded projects), Second Five Year Plan, and Cost Feasible Plan. Each year the Florida Transportation Commission reports to the Legislature and the public on the status of the progress that the FDOT and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the SIS.

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

Transit: The Transit Strategic Plan (TSP) serves as the transit element of the Florida Transportation Plan. The purpose is to support the development of a statewide transit system that provides Floridians and visitors with an effective transit service in a transit-friendly environment. This helps provide the policy framework that links Florida's transit goals and objectives with other modal plans and the Five-Year Work Program. The Plan's policies support the development of transit systems that are integrated with the overall transportation system. An Executive Summary of the ***FDOT State Transit Strategy*** is available at the **Public Transit Office** website.

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

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

Railway: The majority of Florida's railroad lines, terminals and other rail facilities are owned by private companies, except for 81 miles owned by the State of Florida. FDOT develops the Rail System Plan (RSP) in cooperation with these private companies, the private sector, local governments, MPOs and local rail authorities. This plan emphasizes the use of existing facilities and coordination with other modes of transportation. The RSP addresses the proper maintenance, safety, revitalization and expansion of highway/rail grade crossings and signals. The plan also includes identification of priorities, programs and funding required to meet state needs. The RSP is updated every two years and is available at the **Freight and Multimodal Operations Office** website.

Seaport and Waterways: FDOT developed the first FDOT-sponsored Seaport System Plan to support the goals and objectives of the Florida Transportation Plan and the Strategic Intermodal System Plan. This Plan was developed in

cooperation with the seaports, the private sector, MPOs and other partners. The Plan includes an existing seaport system profile, the vision, goals and objectives driving the Plan, examines needs, describes the process used to guide investment decisions and includes recommendations for strategic long term system preservation optimization.

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

FDOT works closely with the Florida Seaport Transportation and Economic Development (FSTED) Council and with members from each of the 1 deep-water ports on issues related to ports and port needs. Additional information at the **Seaport Office** website.

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

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

The SIS as well as individual mode plans can be found at the **Public Transportation** website.

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

Shared-Use Nonmotorized (SUN) Trail Program: Under ***Section 216.179, F.S.***, includes the list of all financially feasible transportation projects that will be funded and carried out during the next five years known as the FDOT Five-Year Adopted Work Program (AWP). Additional information can be found at the Systems Management section on the Strategic Intermodal Office website.

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

Regional Planning

While state government is taking the lead to improve the SIS, and local governments are using new tools to manage growth and local travel. The state, local governments, and the private sector can be partners in complementing those efforts to better meet the increasing demand for regional travel and commerce. Also, the Transportation Regional Incentive Program (TRIP) was created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. FDOT will pay for 50 percent of project costs.

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

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