Key Chapter Changes

Key chapter changes highlighted yellow are new changes.

- No changes have been made since November 15, 2022.

11 Other Planning Products and Processes

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11.1 Purpose

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

11.2 Safety Planning

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

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

- Florida Strategic Highway Safety Plan (SHSP).
- Florida Highway Safety Plan (HSP).
- Florida Highway Safety Improvement Program (HSIP).

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

- Florida Transportation Plan (FTP).
- MPO Long-Range Transportation Plans (LRTP).
- Statewide Transportation Improvement Programs (STIP) and MPO Transportation Improvement Programs (TIP).

The following section provides a general description of each safety plan and program and how it is addressed in Florida.

11.2.1 Strategic Highway Safety Plan

The SHSP is a statewide-coordinated safety plan developed by each State DOT in consultation with safety stakeholders, including MPOs. The SHSP provides a comprehensive framework for reducing transportation related fatalities and serious injuries on all public roads. The SHSP is required to use a data-driven approach to identify transportation safety needs, or emphasis areas, and must be updated at least every five years. Safety programs and projects identified for HSIP funding must be consistent with the SHSP emphasis areas. The SHSP also provides strategic direction for other State and regional transportation plans.

The Florida SHSP was originally developed in 2006 and was updated in 2012, 2016, and 2021. The current and previous SHSPs can be found on FDOT's State Safety Office webpage. The 2021 SHSP is Florida's current five-year comprehensive roadway safety plan. The update was coordinated with Florida's 27 MPOs, and included a review of safety-related goals, objectives, and strategies in MPO plans and targeted outreach sessions through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The Plan is data-driven, sets a vision of zero traffic-related fatalities in Florida, addresses safety needs for all public roads, and identifies strategies and emphasis areas that guide Florida's safety efforts. These emphasis areas and accompanying strategies are used to prioritize HSIP projects and guide the safety policies, programs, and projects, if applicable, in FDOT and MPO transportation plans and programs.

11.2.2 Highway Safety Plan

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

The Florida HSP is developed annually by FDOT's Safety Office. It is based on Florida's SHSP goals and objectives, an analysis of crash data, and related requirements. It sets

safety priorities and targets for the upcoming year and identifies programs and projects for funding.

11.2.3 Highway Safety Improvement Program

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP is not a plan, but a program of highway safety improvement projects; the projects are identified through data-driven analysis. A highway safety improvement project is a strategy, activity, or project on a public road that is consistent with the data-driven SHSP; and corrects or improves a hazardous road segment, location, or feature or addresses a highway safety problem. At the planning level, HSIP projects must be carried out as part of the statewide and metropolitan planning processes. At the project level, they are included in the STIP and MPO TIPs. The HSIP also establishes targets for five performance measures. Targets for fatality, fatality rate, and serious injury must be identical between the HSIP and HSP.

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

11.2.4 Florida Transportation Plan (FTP)

The FTP is the single overarching statewide plan guiding Florida's transportation future. It includes a 50-year Vision Element, a 25-year Policy Element, and a five-year Implementation Element. The SHSP is considered an implementation activity that supports the FTP's vision of a fatality-free transportation system and the long-range goal of ensuring safety and security for residents, visitors, and businesses.

11.2.5 MPO LRTPs, TIPs, and the Metropolitan Planning Process

Federal and State statute and planning regulations specify the following safety-related requirements MPOs must address in the metropolitan transportation planning process.

- Safety of the transportation system for motorized and nonmotorized users is one of the ten factors MPOs must address in the planning process. [23 C.F.R. 450.306(b)(2)]
- MPO must integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the HSIP, SHSP, and other safety and security planning and review processes, plans, and programs, as appropriate. [23 C.F.R. 450.306(d)(4)]
- The LRTP must include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. [23 C.F.R.450.324(g)(5)]
- The LRTP must also integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP; this includes the SHSP and public transportation agency safety plans. [23 C.F.R.450.324(i)]
- The TIP must include HSIP projects. [23 C.F.R. 450.326(e)]
- Section 339.175, F.S., describes Florida's MPOs, specifically citing the need to consider safety during the long-range transportation planning process. It also requires the MPO Technical Advisory Committee to coordinate its actions with other regional agencies, including the community traffic safety teams.
- Section 339.177, F.S., states FDOT, in cooperation with the MPOs, shall develop and implement a separate and distinct system for managing a number of program areas, including highway safety.

11.2.6 Safety in Performance Management

23 U.S.C. 150 describes the national goals and performance management measures, which are also described in more detail in **Chapter 9: Performance Management**. It specifies seven national goal areas; one of which is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Safety performance management

is addressed more specifically in Federal Highway Administration (FHWA) performance measures regulations [23 C.F.R. 490].

- 23 C.F.R. 490.207 establishes five performance measures for carrying out the HSIP: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and non-motorized serious injuries. Each performance measure is based on a 5-year rolling average. Calculations for each measure are described in this section of the C.F.R.

- 23 C.F.R. 490.209 requires State DOTs to establish performance targets annually for each of the five safety performance measures listed above. The targets must be identical to the targets in the State's HSP and reported in the HSIP Annual Report. FDOT must develop and report on targets starting with the HSIP Annual Report, due in 2017.

- 23 C.F.R. 490.209 also requires MPOs to establish performance targets for each of the five safety performance measures listed above no later than 180 days after the State DOT establishes and reports on the targets in the HSIP Annual Report. MPOs have the option of agreeing to plan and program projects that contribute towards accomplishing the State DOT goal or establishing quantifiable targets for their planning areas. To ensure consistency between the State and metropolitan targets, the DOT and MPOs must coordinate on the establishment of targets to the maximum extent practicable.

- 23 C.F.R. 490.213 states that MPOs must annually report their established safety targets to the State DOT. MPOs must also report baseline safety performance, a vehicle miles traveled (VMT) estimate and methodology (if a quantifiable rate was established), and progress toward the achievement of their targets in the LRTPs.

11.2.7 Stand Alone Safety Plans

FDOT and the MPOs may choose to develop standalone plans that further explore safety issues and needs. These may focus on a modal or topic area (i.e. bicyclists and pedestrians, older drivers), or geographic region (i.e. MPO region, corridor plan).

The Florida Pedestrian and Bicycle Strategic Safety Plan is an example of a modal plan that specifically focuses on safety policies, programs, and projects. A number of MPOs have created similar modal safety plans. These plans will typically review crash data,

including locations and crash characteristics, to develop modal safety goals, objectives, and project recommendations. Similar to modal plans, topic plans may address safety issues for a specific demographic segment or issue area and can be used to further prioritize safety programs and projects; this can be either statewide or at the regional or local level.

Another type of safety plan is one that focuses on a specific geographic region and can be used to more narrowly focus on safety issues and needs. Many regional safety plans will utilize a crash characteristics analysis, combined with network screening or another type of analysis to identify locations for implementation of behavioral programs and safety infrastructure projects.

11.3 Congestion Management Process

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

As defined in federal regulation, the CMP only applies to MPOs that are designated as a Transportation Management Area (TMA); a TMA is an urban area that has a population greater than 200,000 people.

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

11.3.1 CMP Requirements

23 C.F.R. 450.322 presents the CMP requirements for TMA MPOs. The transportation planning process in a TMA must address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for federal funding, through the use of travel demand reduction, job access projects, and operational management strategies.

The development of a CMP should result in multimodal system performance measures and strategies that can be reflected in the MPO's LRTP and TIP.

Consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across modes; the modes would include highway, transit, passenger and freight rail operations, and non-motorized transport. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.

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

Section 339.175, F.S., requires all MPOs in Florida, including non-TMA MPOs, to prepare a congestion management system for the metropolitan area and cooperate with FDOT in the development of all other transportation management systems required by Federal or State law.

11.3.2 CMP Guidance

The Federal CMP requirements are not prescriptive regarding the methods and approaches an MPO must use to implement a CMP. This flexibility reflects the fact that different metropolitan areas may face different conditions regarding traffic congestion and may have different visions of how to deal with congestion.

FHWA issued the Congestion Management Process Guidebook, which provides guidance to MPOs for developing a CMP. The Guidebook outlines and discusses the following eight steps in CMP development:

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

11.4 Pedestrian and Bicycle Planning

This section provides information about conducting pedestrian and bicycle planning in the metropolitan transportation planning process in accordance with regulations, guidance, and policies.

11.4.1 Pedestrian and Bicycle Planning Requirements

MPOs are not required to develop a stand-alone pedestrian and/or bicycle plan or develop a separate pedestrian and bicycle section of the LRTP. However, Federal and State law and regulations do require the MPO planning process address pedestrian and bicycle facilities along with other transportation infrastructure. These requirements include:

- Bicycle transportation facilities and accessible pedestrian walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities. [23 C.F.R. 450.300(a)]
- MPOs must provide representatives of users of pedestrian walkways and bicycle transportation facilities, among others, with reasonable opportunities to be involved in the metropolitan transportation planning process [23 C.F.R. 450.316(a)] and comment on the LRTP. [23 C.F.R. 450.324(j)]

- The LRTP must include both long-range and short-range strategies and 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 C.F.R. 450.324(b) and 23 C.F.R. 450.324(g)(12)]

- The State, public transportation operator(s), and the MPO must cooperatively develop a listing of projects on an annual basis; this includes investments in pedestrian walkways and bicycle transportation facilities, for which Federal transportation funds were obligated in the preceding year. [23 C.F.R. 450.334(a)]

- MPO plans and programs must provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation system for the metropolitan area. [s.339.175(1), F.S.]

- The LRTP must indicate proposed transportation enhancement activities, including pedestrian and bicycle facilities. [s.339.175(7)(d), F.S.]

11.4.2 Developing Pedestrian and Bicycle Plans

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

MPO pedestrian and bicycle plans vary in their focus and content, with some being general and policy-oriented in nature, and others recommending specific facility improvements. Plans often include some or all of these components:

- Setting regional goals, objectives, and performance measures related to walking and bicycling.
- Collecting and analyzing pedestrian and bicycle data, including usage, facilities, and safety, and monitoring trends.
- Forecasting pedestrian and bicycle facility demand and mode choice in conjunction with regional travel modeling.
- Evaluating infrastructure deficiencies and areas of need.
- Using information on existing and potential demand, safety needs, and other network gaps or deficiencies to prioritize types of projects, specific projects, or areas for funding.
- Setting policies and criteria (such as TIP selection criteria) related to the incorporation of pedestrian and bicycle improvements in MPO-funded projects.
- Providing funding and/or technical assistance (e.g., model policies or design standards) to local jurisdictions to implement pedestrian and bicycle improvements on local streets.

11.4.3 Pedestrian and Bicycle Policies and Guidance

The U.S. DOT issued a Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations on March 11, 2010, to reflect the Department's support for fully integrated networks. The policy states that every transportation agency, including the DOT, has the responsibility to improve conditions for walking and bicycling and to integrate walking and bicycling into their transportation systems.

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

- The Florida Transportation Plan
- FDOT's Complete Streets Policy and Implementation Plan
- The Florida SHSP and Pedestrian and Bicycle Strategic Safety Plan

- The Florida Pedestrian and Bicycle Partnership Council

11.4.3.1 Florida Transportation Plan

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

11.4.3.2 Complete Streets and Facility Design

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

FDOT's Complete Streets Implementation Plan (December 2015) provides a detailed description of actions FDOT will undertake to implement this policy. Action areas include:

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

The Florida Greenbook, formally referred to as the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, provides design standards and criteria for State and local roads; it is one method for implementing the Complete Streets policy. Chapter 8 of the Greenbook addresses pedestrian facilities and Chapter 9 addresses bicycle facilities. The Greenbook states that bicycle facilities should be established in conjunction with the construction, reconstruction, or other change of any transportation facility and special emphasis should be given to projects in or within one mile of an urban area. A draft update to the Greenbook proposes to require

provision of sidewalks along both sides of roadways that are in or within one mile of an urban area, and proposes various additional standards for both pedestrian and bicycle facilities such as a minimum five foot sidewalk width.

While MPOs typically are not responsible for the design of streets, they may choose to include adherence to State standards and Complete Streets policies as criteria for project prioritization and funding in the TIP.

11.4.3.3 Pedestrian and Bicycle Safety Plans

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

- Increase awareness and understanding of safety issues and compliance with traffic laws and regulations related to pedestrians and bicyclists.
- Develop and use a systematic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multi-disciplinary countermeasures.
- Create urban and rural built environments to support and encourage safe bicycling and walking.
- Support national, state, and local initiatives and policies that promote bicycle and pedestrian safety.

Florida's Pedestrian and Bicycle Strategic Safety Plan, published in 2013, supports the SHSP with a more detailed focus on pedestrian and bicycle safety. It establishes a vision to "provide a safe transportation system where people of all ages and abilities can walk, bike, utilize transit, and travel by automobile safely and comfortably in a pedestrian and bicycle friendly environment." The plan is organized into seven emphasis areas: data and analysis; driver education and licensing; highway and traffic engineering; law enforcement and emergency services; communication; outreach and education; and legislation, regulation, and policy. The plan also includes a statewide pedestrian and bicycle crash analysis. Objective 3.11.1 of the plan is to "Promote linkage of state, local, and regional safety plans to increase coordination between stakeholders."

11.4.3.4 Bicycle and Pedestrian Partnership Council

The Florida Bicycle and Pedestrian Partnership Council was convened to provide policy recommendations to FDOT and its transportation partners on the State's walking, bicycling and trail facilities. The Annual Report provides a number of recommendations regarding how all partners in pedestrian and bicycle facility planning in Florida should collaborate to advance principles through implementation of the Florida Transportation Plan. Principles that relate directly to metropolitan planning activities include:

- Strive for a comprehensive, interconnected network of pedestrian and bicycle facilities at the State, regional, and local levels.
- Support cooperative efforts at the State, regional, and local levels (between public, private and non-governmental organizations) on pedestrian and bicycle issues to address safety, completion of the system, cultural change, and health-related behaviors.
- Promote the importance of pedestrian and bicycle planning by leveraging Federal, State, local, and private funding sources.

11.5 Freight Planning

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

11.5.1 Freight Planning Requirements and Guidelines

MPOs are not required to develop a metropolitan freight plan. However, Federal transportation and State law and regulations do require that MPOs address freight in the planning process. These requirements include:

MPOs must carry out a multimodal transportation planning process that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight. [23 C.F.R. 450.300(a)]

The planning process must provide for consideration and implementation of projects, strategies, and services that will increase accessibility and mobility of people and

freight [23 C.F.R. 450.306(b)(4), s.339.175(6)(b)(3)] and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight [23 C.F.R. 450.306(b)(6), s.339.175(6)(b)(5)].

MPO must integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the appropriate (metropolitan) portions of the State freight plan. [23 C.F.R. 450.306(d)(4)(vi)]

MPOs must provide public ports, freight shippers, and providers of freight transportation services, among others, with reasonable opportunities to be involved in the metropolitan transportation planning process [23 C.F.R. 450.316(a)] and comment on the LRTP. [23 C.F.R. 450.324(j)]

When developing the LRTP and TIP, the MPO should consult with agencies and officials responsible for other planning activities within the metropolitan area that are affected by transportation, including freight movement activities, or coordinate its planning process, to the maximum extent practicable, with such planning activities. [23 C.F.R. 450.316(b)]

When developing the LRTP and the TIP, each MPO must provide freight shippers and providers of freight transportation services with a reasonable opportunity to comment on the LRTP. [s.339.175(7)(e), F.S., s.339.175(8)]

11.5.2 Freight Performance Management

23 U.S.C. 150 describes the national goals and performance management measures, which are also described in more detail in **Chapter 9: Performance Management**. It specifies seven national goal areas, one of which addresses freight movement and economic vitality:

Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. [23 U.S.C. 150(b)(5)]

Freight is addressed more specifically in FHWA's performance measures regulations.

23 C.F.R. 490.607 establishes that the performance measure to assess freight movement on the Interstate System is the Truck Travel Time Reliability (TTTR) Index, referred to as the Freight Reliability measure.

23 C.F.R. 490.609 requires State DOTs, in coordination with MPOs, to define reporting segments.

23 C.F.R. 490.105 requires MPOs to establish performance targets for the performance measure no later than 180 days after the State DOT establishes performance targets.

23 C.F.R. 490.107 provides the reporting requirements for States and MPOs.

11.5.3 Florida Freight Planning

FDOT's key transportation plans that address freight planning include the Florida Transportation Plan (FTP) and the Freight Mobility and Trade Plan (FMTP).

The FTP contains a Policy element organized around seven goals. One goal is efficient and reliable mobility for people and freight, which represents a shift from a focus on reducing travel time and delay to making the entire transportation system more efficient and reliable; this includes all modes as well as supporting regulatory processes. Another FTP goal focuses on more transportation choices for people and freight. This goal recognizes widespread partner and public input on the need for a fuller range of options for moving people and freight, with emphasis on walking, bicycling, transit, and rail, as well as emerging mobility options such as shared and automated vehicles. The FTP also identifies emphasis areas, one of which is increasing the safety and security of freight movement using all modes; this includes safe and secure truck parking and other logistics facilities, and separation of or reduced conflict between freight and passenger vehicles.

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

11.5.4 Florida MPOAC Freight Advisory Committee

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

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

11.6 Partnering with FDOT: A Resource Guide for Local Governments

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

11.7 References

This section provides references related to safety, congestion management, bicycle and pedestrian planning, and freight planning.

Table 11.1 References

Reference	Description
Florida Transportation Plan	Florida's Long-Range Statewide Transportation Plan.
Strategic Highway Safety Plan	Florida's statewide-coordinated safety plan.
Highway Safety Plan	Serves as a state's application to the National Highway Traffic Safety Administration for Federal funds.
Florida's Highway Safety Improvement Program	Florida's program of highway safety improvement projects.
Bicycle and Pedestrian Partnership Council	Provides policy recommendations to FDOT and its partners on the State's walking, bicycling, and trail facilities.
Pedestrian and Bicycle Strategic Safety Plan	Supports the SHSP with a more detailed focus on pedestrian and bicycle safety.
FHWA Congestion Management Process Guidebook	Provides guidance for conducting a CMP.
FDOT Complete Streets Policy	Specifies FDOT's approach and policy for a statewide Complete Streets policy.
FDOT Complete Streets Implementation Plan	Provides a detailed description of actions FDOT will undertake to implement this policy.
Florida Greenbook	Provides design standards and criteria for state and local roads.
Freight Mobility and Trade Plan	Identifies objectives and strategies for improving freight mobility and trade activity in Florida.