



Florida Department of Transportation  
Office of Policy Planning

---

# **A Review of Florida's Non-Metropolitan Transportation Planning Process**

*June 2019*



## About This Document

This report complies with Title 23 of the United States Code of Federal Regulations, Section 450 (23 CFR § 450), which requires each state to review its process for consulting with non-metropolitan local officials during the development of its Long-Range Transportation Plan (LRTP), which is the Florida Transportation Plan (FTP), and the Statewide Transportation Improvement Program (STIP). In addition, each state must solicit comments from non-metropolitan local officials and other interested parties regarding the effectiveness of its process for a period of 60 days and consider any proposed modifications. This report to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is the Florida Department of Transportation's (FDOT's) 2019 five-year review of its process for consulting with non-metropolitan local officials in the transportation planning process.





# Table of Contents

<b>Introduction</b> .....	<b>1</b>
<b>Recent Activities to Enhance Transportation Planning in Florida</b> .....	<b>4</b>
District and Targeted Partner Outreach .....	4
Survey of Non-Metropolitan Local Governments .....	5
FHWA/FDOT Rural Transportation Planning Peer Exchange .....	6
<b>Cooperation and Collaboration in Statewide Transportation Planning</b> .....	<b>8</b>
Florida Transportation Plan.....	8
Consultation with Native American Tribes .....	10
Consultation with Federal Land Management Agencies .....	11
Statewide Transportation Improvement Program .....	12
Strategic Intermodal System Policy Plan .....	13
Strategic Highway Safety Plan.....	13
Florida Freight Mobility and Trade Plan .....	13
Florida Aviation System Plan 2035 .....	14
Florida Seaport System Plan .....	14
Florida Planning Emphasis Areas: Non-Metropolitan Transportation Planning.....	14
FDOT Grants and Other Support for Non-Metropolitan Local Governments .....	15
<b>Cooperation and Collaboration in Regional Planning</b> .....	<b>18</b>
FDOT Districts.....	19
Metropolitan Planning Organizations .....	22
Regional Planning Councils .....	23
<b>Moving Forward</b> .....	<b>25</b>
<b>Appendix A – FAST Act – Cooperative Transportation Planning Provisions</b> .....	<b>26</b>
<b>Appendix B – Florida Statutes – Key Provisions</b> .....	<b>27</b>
<b>Appendix C – Definition of Terms</b> .....	<b>28</b>
<b>Appendix D – Code of Federal Regulations – Cooperative Transportation Planning Provisions</b> ....	<b>29</b>
<b>Appendix E – FDOT Districts</b> .....	<b>31</b>
<b>Appendix F – Florida’s Metropolitan Planning Organizations</b> .....	<b>32</b>
<b>Appendix G – Florida’s Regional Planning Councils</b> .....	<b>33</b>





## List of Tables

Table 1. History of Non-Metropolitan Transportation Planning Regulations.....	2
Table 2. FTP/SIS Partner and Public Involvement Tools .....	9
Table 3. Grant Opportunities.....	15
Table 4. FDOT District Description and Activities .....	20

## List of Figures

Figure 1. FHWA/FDOT Peer Exchange Participants.....	6
Figure 2. FTP Goals.....	9
Figure 3. Florida's MPOs and Urbanized Areas .....	18





# Introduction

Cooperation and consultation in transportation decision-making are critical components of the transportation planning process. Participation of non-metropolitan<sup>1</sup> local governments before, during, and after the transportation decision-making process results in improved transportation planning, performance, and project development. Specific benefits include:

- Ensuring non-metropolitan local officials around the state have a voice in the transportation planning and project prioritization processes.
- Ensuring non-metropolitan local officials have the opportunity to help shape the future of the transportation network in Florida.
- Providing non-metropolitan local officials with information and resources that allows them to make informed transportation planning and prioritization decisions.
- Assisting non-metropolitan local officials to secure federal and state transportation improvement project funding.
- Building an ongoing relationship between the Florida Department of Transportation (FDOT) and non-metropolitan local officials.
- Promoting connections between land use, transportation, and economic development.

Federal and state law require the cooperative development of transportation plans and programs by the state, metropolitan planning organizations (MPOs) for urbanized areas, and affected jurisdiction's non-metropolitan officials responsible for transportation in rural areas. In federal law, "cooperation" means that the parties involved in the transportation planning process work together to achieve a common goal or objective. This concept began with the passage of the Intermodal Surface Transportation Efficiency Act (1991) and was strengthened over the next 25 years, as shown in Table 1.

Fixing America's Surface Transportation (FAST) Act, passed by Congress in 2015, continues the federal commitment to a statewide and non-metropolitan planning process, establishing a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the state. Oversight of this process is a joint responsibility of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). [Appendix A](#) contains the key provisions of the FAST Act. Florida Statutes also include provisions requiring FDOT to coordinate transportation planning activities with local governments. [Appendix B](#) provides a summary of these key statutory requirements.

Title 23 of the United States Code of Federal Regulations, Section 450 (23 CFR § 450), is the administrative rule that agencies use to execute the FAST Act. It includes definitions (see [Appendix C](#)) and provisions (see [Appendix D](#)) for carrying out the statewide transportation planning process. Among its provisions are the following requirements:

---

<sup>1</sup>Non-metropolitan area means a geographic area outside a designated metropolitan planning area.



- Each state must have a documented process for cooperating with non-metropolitan local officials responsible for transportation and provide an opportunity for their participation in the development of the Long-Range Transportation Plan (LRTP) and Statewide Transportation Improvement Program (STIP).
- At least once every five years and for a period of not less than 60 days, each state must review and solicit comments from non-metropolitan local officials and other interested parties regarding the effectiveness of the cooperative process and consider any proposed changes.

**TABLE 1. HISTORY OF NON-METROPOLITAN TRANSPORTATION PLANNING REGULATIONS**

Federal Law	Summary
Intermodal Surface Transportation Efficiency Act (ISTEA) – 1991	Broadened participation of key stakeholders, who had not traditionally been involved in the transportation planning process, to promote a more integrated planning process and be more responsive to local needs.
Transportation Equity Act for the 21st Century (TEA-21) – 1998	Required a study on the effectiveness of local elected officials participating in transportation planning and programming, including consideration of the degree of cooperation among each state, its local officials in non-metropolitan areas, and its regional planning and development organizations.
Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) – 2005	Continued the provisions of TEA-21 and required statewide planning efforts to consider and implement projects, strategies, and services that promote the economic vitality of non-metropolitan areas.
Moving Ahead for Progress in the 21st Century (MAP-21) – 2012	Carried forward the provisions noted above and added a new provision allowing states to designate regional transportation planning organizations (RTPOs) to enhance the planning, coordination, and implementation of LRTPs and the STIP.
Fixing America's Surface Transportation (FAST) Act – 2015	Continues the statewide and non-metropolitan planning requirements in effect under MAP-21.

FDOT first documented its consultative planning process for non-metropolitan local governments in May 1999, when the federal law was first enacted. It subsequently reviewed its process in the spring of 2004, 2009, and 2014. In each case, FDOT solicited comments from non-metropolitan local officials through the Florida Association of Counties, Florida League of Cities, Small County Coalition, and Florida Regional Councils Association. This input was valuable and strengthened FDOT's partnership with these entities and Florida's non-metropolitan transportation planning process.





In 2017, FDOT's Office of Policy Planning initiated a reexamination of Florida's transportation planning process to ensure a commitment to effective non-metropolitan and local government engagement and collaboration. This discovery initiative was instrumental in preparing for this five-year review and supporting the implementation of the FTP.

The FTP requires coordination with local governments to better align transportation plans with existing and proposed land use plans, a critical component to supporting quality places. It recognizes the need to strengthen state-funded local programs that address regional and local mobility needs, including improved public transportation services within non-metropolitan areas and between non-metropolitan and urban areas. It also calls for coordination with and providing technical assistance to local governments to identify context sensitive solutions and infrastructure investments. Implementation of the FTP enhances the non-metropolitan transportation planning process and strengthens the partnership between FDOT and Florida's non-metropolitan local governments.

This report documents FDOT's efforts to review the effectiveness of the current non-metropolitan transportation planning process. Through this effort, FDOT remains committed to strengthening cooperation with Florida's non-metropolitan local governments, improving statewide transportation planning, and welcoming the input and participation of its partners at all levels of government.



# Recent Activities to Enhance Transportation Planning in Florida

In 2017, FDOT's Office of Policy Planning initiated a study of Florida's transportation planning process to understand how the FDOT Districts engage and collaborate with non-metropolitan local governments. This understanding is critical to the department's vision of providing a well-planned transportation network that supports economic growth and seeks to eliminate congestion and fatalities.

The first year of this study focused on discovery, including outreach to FDOT's partners in transportation planning, FDOT Districts, and Florida's non-metropolitan local governments. The study sought to determine how partners throughout the state facilitated technical assistance and compliance with federal and state transportation planning processes while identifying challenges, opportunities, and notable practices. The study's outreach methods included conversations with each of the FDOT Districts by phone or in person, interviews with FDOT's non-metropolitan transportation planning partners, and a survey of Florida's non-metropolitan local governments. The discovery phase concluded with an FHWA-funded rural transportation planning peer exchange. The sections that follow describe these efforts.

## *District and Targeted Partner Outreach*

Outreach to the FDOT Districts focused on how they engage with their non-metropolitan local governments to carry out transportation planning mandates and activities. Between October and December 2017, the FDOT Office of Policy Planning conducted interviews with staff from each of FDOT's seven Districts. Questions focused on local government outreach, planning consultation, key players in each of the Districts, technical assistance support, gaps in the needs of non-metropolitan local governments, vision implementation, and adequacy of resources.

FDOT also reached out to its key partners in non-metropolitan transportation planning. From November 2017 through March 2018, FDOT met with representatives from the following organizations to brief them on this project and gather their ideas for engaging non-metropolitan local governments in the transportation planning process:

- The FTP/Strategic Intermodal System (SIS) Implementation Committee, which guides the FTP and SIS Policy Plan implementation process.
- The Florida Regional Councils Association's Staff Directors' Advisory Committee, representing the 10 regional planning councils (RPCs) in Florida.
- Attendees at the 2017 Florida Rural Economic Development Summit, hosted by Florida's Rural Areas of Opportunity<sup>2</sup>.

---

<sup>2</sup> Section 288.0656, F.S.





- Staff from six MPOs: Heartland Transportation Planning Organization (TPO), Capital Region Transportation Planning Agency (TPA), Gainesville Metropolitan Transportation Planning Organization (MTPO), Florida Alabama TPO, Okaloosa-Walton TPO, and Bay County TPO.
- Florida's Rural Economic Development Initiative (REDI), which provides a focused and coordinated effort among state and regional agencies that administer programs and deliver services for non-metropolitan areas of the state.
- Staff of the Commission for the Transportation Disadvantaged, who administer the Florida Transportation Disadvantaged Program and oversee its funding.

These outreach efforts identified several gaps and challenges in Florida's non-metropolitan transportation planning process, including:

- Varying federal and state definitions of "rural," which make it challenging to apply a statewide approach to transportation planning.
- Inconsistent approaches and limited resources and staff for non-metropolitan transportation planning.
- Non-metropolitan local governments report that funding for infrastructure is inadequate.
- Local elected and appointed officials unengaged in or do not understand the transportation planning process.
- Priorities for safety, road resurfacing, and bridge maintenance outweighing visioning or planning exercises with long-term horizons.
- Limited staffing in non-metropolitan communities and minimal training opportunities for planning, project development, or access to funding.
- Limited access to data collection among non-metropolitan local governments and limited data analysis capabilities.

## *Survey of Non-Metropolitan Local Governments*

The non-metropolitan transportation planning survey polled decision-makers within non-metropolitan local governments throughout Florida to determine the levels of satisfaction with the existing transportation planning process. The survey asked non-metropolitan local government officials both inside and outside of the boundaries of an MPO if their transportation planning needs were met through coordination with their MPO or FDOT District, respectively.

FDOT sent 618 surveys to local government elected and administrative officials in non-metropolitan areas throughout the state and received 68 completed surveys, resulting in a response rate of 11 percent. Of these, 35 elected officials, 20 city/county administrators, and 13 other local government employees responded.

The first question of the survey asked whether the respondents were satisfied with the transportation planning process in Florida; 50 percent of respondents were satisfied, 16 percent were not, and 34 percent had no opinion. The survey questions were then customized based on whether the non-metropolitan local government was within an MPO. The questions determined the respondents' level(s) of



satisfaction with FDOT or MPO agency support regarding opportunities to provide input in the future of transportation planning within their jurisdiction and satisfaction with the project prioritization process. While the majority of all respondents answered favorably (agreed with the statements provided in the survey), those subject to the metropolitan planning process had a higher percentage of favorable responses (54% to 71%) than those coordinating directly with FDOT (42% to 45%).

All survey participants answered a series of questions to gauge their level of engagement with FDOT and knowledge of available resources, including access to technical assistance and local program grants. The complete survey results are available in FDOT's August 2018 report, [Florida's Rural Transportation Planning Process, Phase 1, Discovery](#).

## *FHWA/FDOT Rural Transportation Planning Peer Exchange*

The Phase I discovery effort concluded with an FHWA-funded Rural Transportation Planning Peer Exchange hosted by FDOT. The peer exchange, held on August 29-30, 2018 at FDOT in Tallahassee, explored how other states plan for the transportation needs of non-metropolitan local governments and identified opportunities and challenges associated with implementing regional transportation planning processes. FDOT invited other states with a similar number of MPOs adjacent to or encompassing non-metropolitan areas. In addition to FHWA, FDOT, and the Central Florida RPC, participants included:

- Michigan DOT
- North Carolina DOT
- North Central Pennsylvania Regional Planning and Development Commission
- Ohio DOT
- Texas DOT
- Virginia DOT
- Washington State DOT

### **FIGURE 1. FHWA/FDOT PEER EXCHANGE PARTICIPANTS**



FDOT and FHWA invited these seven states for their various approaches to non-metropolitan transportation planning. Ohio DOT designates RTPOs as prescribed in federal law; Washington State DOT and North Carolina DOT created regional or rural transportation planning organizations and codified them in state law; Michigan, Pennsylvania, Texas, and Virginia DOTs funded existing regional entities or created new ones to carry out their regional transportation planning programs without legislative action.

The National Association of Development Organizations (NADO) also participated in the Peer Exchange. NADO established Rural Planning Organizations of America in 2006 to serve as the national professional association for regional and non-metropolitan transportation planning professionals. The website,



<http://ruraltransportation.org/>, provides information pertaining to RTPO models from around the country. Carrie Kissel, NADO's Associate Director, provided a high-level overview of RTPOs to initiate the two-day discussion, followed by presentations from the Peer Exchange participants. In addition, staff from FDOT Central Office; FDOT Districts 1, 2, and 3; the Florida Department of Economic Opportunity; RPCs; and MPOs were invited to observe the Peer Exchange and encouraged to engage in a facilitated roundtable discussion. Key, high-level observations included:

- States face similar non-metropolitan transportation planning challenges.
- There is no one single model—success comes in a variety of approaches.
- Don't reinvent the wheel—tap into existing structures and resources.
- Regional approaches are key to linking land use, transportation, and economic development.
- Non-metropolitan areas are important to a connected network of transportation infrastructure.
- Engaging local officials is key to a robust non-metropolitan transportation planning process.
- Local governments benefit from RTPOs, including access to resources, planning services, data, funding, and decision makers.

FDOT's Office of Policy Planning continues to assess the information gleaned from the Peer Exchange to identify potential enhancements to Florida's non-metropolitan transportation planning process.



# Cooperation and Collaboration in Statewide Transportation Planning

Public involvement is integral to FDOT's development of the FTP and the STIP. The process for consulting with local government officials (including those in non-metropolitan areas) reflects the roles, responsibilities, and issues unique to each of these efforts and is consistent with the department's overall framework for public involvement, according to its [2018 Public Involvement Handbook](#).

In addition, FDOT policy [000-525-025](#), Consultative Planning Process for Non-Metropolitan Areas, requires consultation with local officials in non-metropolitan areas regarding the statewide transportation planning process and development of the STIP. The statewide transportation planning process must coordinate with planning activities in non-metropolitan areas and consider the concerns of local elected officials representing local governments. In accordance with established processes, the department must also confer with identified local officials in non-metropolitan areas, consider their views, and inform the officials about actions taken.

This includes the FTP, STIP, long-range plans for the SIS, safety, and major modes of transportation for which FDOT is responsible. The development of these plans provides FDOT with a cohesive planning process that aligns with the FTP, is consistent with the department's overall framework for public and partner involvement, and identifies project priorities that are adopted into the STIP. FDOT encourages cooperation with non-metropolitan local governments through other avenues as well, such as the metropolitan planning program's emphasis areas, participation in the Rural Economic Development Initiative, and the department's various grants for local governments. Some of these grant programs provide opportunities for local governments to address transportation planning project priorities.

## *Florida Transportation Plan*

The [FTP](#) identifies long-range goals, objectives, and strategies to address the needs of the state's entire transportation system. Figure 2 presents the FTP goals. The FTP is developed in cooperation and consultation with non-metropolitan local officials and other partners.

A 35-member Steering Committee guides the development of the FTP and supports its implementation. The Steering Committee includes representation from urban and non-metropolitan local governments through the participation of the Small County Coalition of Florida, Florida Association of Counties, Florida League of Cities, and Florida Regional Councils Association. The Steering Committee also includes representation from the transportation modes, environmental groups, business and economic organizations, FHWA, and other state agencies.



**FIGURE 2. FTP GOALS**



The Public and Partner Involvement Plan for the FTP is published at [www.floridatransportationplan.com](http://www.floridatransportationplan.com), and it is available from the FDOT Office of Policy Planning. This Public and Partner Involvement Plan identifies the roles of non-metropolitan local governments in the development of the FTP and describes specific touchpoints for partner involvement, including those shown in Table 2.

**TABLE 2. FTP/SIS PARTNER AND PUBLIC INVOLVEMENT TOOLS**

Tool	Vision Development	Policy Development	Transition to Implementation
Steering Committee	X	X	X
Statewide Events	X	X	X
Regional Workshops		X	
Standard/tailored presentations	X	X	X
Partner briefings and targeted outreach	X	X	X
Brochures, infographics, and videos	X	X	X
Email updates, event notices, and social media	X	X	X
Fact sheets and newsletters	X	X	X
Website	X	X	X
Specific comment on draft policy plan(s)		X	
Informal advisory groups	X	X	X
Outreach tracker	X	X	





Throughout the FTP update process, FDOT presents at statewide conferences or events attended by non-metropolitan officials. For example, FDOT works with the Small County Coalition, the Florida League of Cities, the Florida Association of Counties, and the Florida Regional Councils Association to present and discuss the FTP with its members during their regularly scheduled meetings or conferences. In addition, FDOT holds statewide and regional workshops for the FTP and encourages participation by local government representatives.

FDOT drives this outreach at the statewide level through its seven Districts and the Florida Turnpike Enterprise. The Districts focus on developing outreach activities tailored to their relationships and connections within the District, which may include:

- Targeted outreach to cities, counties, MPOs, and RPCs.
- Targeted outreach based on demographics.
- Targeted outreach to partners and the public (e.g., rural areas of opportunity groups).
- Customizing outreach tools and mechanisms to the appropriate audience.

## Consultation with Native American Tribes

The FAST Act and Title 23 CFR § 450 require FDOT to consider the concerns of and consult with Indian Tribal governments when developing the FTP. FDOT recognizes the need to maintain a cooperative relationship among the department, FHWA, and the federally recognized tribes having cultural and historical associations within Florida. As a result, the goal of this consultation is to conduct good faith efforts to elicit information from the appropriate tribes concerning properties of traditional or historical importance. FDOT, in partnership with the FHWA Florida Division, maintains a government-to-government relationship with federally recognized tribes and remains dedicated to establishing and maintaining this cooperative relationship. FDOT also understands that the foundation of successful consultation includes:

- Recognition of tribal sovereignty.
- Understanding that different cultural perspectives exist.
- Establishment of trust.
- Awareness of the value of traditional cultural and historic places.

Florida's six designated Native American tribes and the Florida Governor's Council on Indian Affairs are identified partners in FTP Partner and Public Involvement Plan.<sup>3</sup>

As the 2019-2020 FTP update begins, FHWA's Florida Division Administrator, in conjunction with the FDOT Secretary, will send letters to the leadership of Florida's Native American tribal nations inviting their

---

<sup>3</sup> Miccosukee Tribe of Indians of Florida; Mississippi Band of Choctaw Indians; Muscogee (Creek) Nation; Poarch Band of Creek Indians; Seminole Nation of Oklahoma; and Seminole Tribe of Florida.





participation in the process. FDOT will offer the tribal nations and the Florida Governor's Council on Indian Affairs multiple opportunities to be involved.

## Consultation with Federal Land Management Agencies

The FAST Act and Title 23 CFR § 450 also require FDOT to consider the concerns of and consult with federal land management agencies when developing the FTP. FDOT's Environmental Technical Advisory Team (ETAT) facilitates intergovernmental interaction. It is a component of FDOT's [Efficient Transportation Decision Making \(ETDM\) process](#). FDOT will coordinate with the federal land management agencies through the ETAT as it updates and develops the FTP. The ETAT includes the following state, federal, and local agencies and tribal governments:

- FHWA
- FTA
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- U.S. Environmental Protection Agency
- U.S. Fish & Wildlife Service
- U.S. Forest Service
- USDA Natural Resources Conservation Service
- National Marine Fisheries Service
- National Park Service
- Miccosukee Tribe
- Seminole Tribe
- Florida Department of Environmental Protection
- Florida Department of Economic Opportunity
- FDOT
- Florida Fish and Wildlife Conservation Commission
- RPCs (10)
- MPOs (27)
- Water Management Districts (5)
- County Governments (67)



## Statewide Transportation Improvement Program

FDOT annually develops and adopts a five-year [Work Program](#) that is a listing of all projects planned by the department for the following five years. The federally required [STIP](#) incorporates the first four years of the Work Program. The STIP, which is approved by the FHWA annually, must include a listing of projects planned with federal participation in the next four fiscal years. State and federal requirements direct each MPO in the state to develop a Transportation Improvement Program (TIP) for federally-funded projects. Federal requirements dictate that the TIP must cover the next four years, while Florida Statutes mandate a five-year TIP. Therefore, each MPO annually publishes a single five-year document to satisfy both state and federal requirements.

FDOT cooperates with MPOs and elected officials from non-metropolitan areas to develop the Work Program. Between July and October of each fiscal year, the MPOs and the board of county commissioners from jurisdictions that are not located in an MPO provide FDOT Districts with transportation project priorities. The district Work Programs include these project priorities. Additionally, FHWA annually provides the department with a list of projects from the current Indian Reservation Road Transportation Improvement Program and the current Public Lands Transportation Improvement Plan. These projects are included in the STIP and applicable MPO's TIP. Federal law also requires FDOT to consider the concerns of and consult with Indian Tribal governments and federal land management agencies when developing the STIP, which it does according to the process described above. FDOT's ETAT provides input on projects included in the STIP through the department's ETDM process, which reviews qualifying transportation projects to consider potential environmental effects. ETAT members, which are listed in the previous section, include federal land management agencies and Native American tribes.

Development of FDOT's Work Program begins with each District drafting their tentative five-year Work Program, followed by a public involvement process in coordination with MPOs and non-metropolitan county commissions. The Districts advertise the public hearing and are required to hold it in at least one urbanized area in each district. Based on input from the public and local officials, Districts submit their tentative five-year Work Program to FDOT Central Office.

Upon receiving the District's tentative five-year Work Program, FDOT Central Office prepares a Tentative Work Program representing a compilation of all district Work Programs. The Florida Transportation Commission holds a final statewide public hearing prior to submitting the department's Tentative Work Program to the Executive Office of the Governor and legislative appropriations committees. The Tentative Work Program becomes the Adopted Work Program upon approval by the Governor and Legislature, which takes effect on July 1, the beginning of the state's fiscal year. FDOT's STIP/Work Program [public involvement flow chart](#), provides additional details on the role of the Districts, the Florida Transportation Commission, and FDOT Central Office.





## *Strategic Intermodal System Policy Plan*

The SIS comprises corridors, facilities, and services of statewide and interregional significance. The [SIS Policy Plan](#) provides objectives and strategies for investments in and management of the SIS. The Policy Plan is developed with guidance from the FTP-SIS Steering Committee as described in the section above and in cooperation with Florida's local governments and other partners, including MPOs, RPCs, transportation providers, affected public agencies, and citizens. FDOT updates the SIS Policy Plan every five years following the FTP update.

## *Strategic Highway Safety Plan*

The [Strategic Highway Safety Plan](#) (SHSP) is a federally required statewide, five-year comprehensive roadway safety and data-driven plan for achieving Florida's vision of zero traffic-related fatalities. FDOT developed the 2016 SHSP in coordination and alignment with the last FTP update. The update of the SHSP kicked off in May 2019 at a joint event with the launch of the FTP update. Participants of this event included representatives from a variety of cities and counties and acknowledged that achieving zero traffic-related fatalities requires different approaches for urban roadways versus non-metropolitan roadways. For instance, a little more than half of fatal lane departure crashes happen in non-metropolitan areas where there are more two-lane roadways, narrow shoulders, and long stretches of relatively empty roads.<sup>4</sup> Having non-metropolitan voices at the table ensures the development of SHSP strategies to address non-metropolitan roadway safety concerns.

## *Florida Freight Mobility and Trade Plan*

The [Florida Freight Mobility and Trade Plan](#) (FMTP) is an integrated, comprehensive plan that includes objectives and strategies to benefit the movement of goods, commodities, and services. It couples commerce and energy with transportation to provide an integrated approach to addressing issues and needs in a crosscutting, multi-functional manner. Although this was not driven by a steering committee, FDOT sought extensive public input in the development of the FMTP. During development of the 2013 FMTP Policy Element, FDOT Districts hosted six regional listening forums across the state to maximize participation and gather a wide-range of local and regional observations and comments on the current and future condition of Florida's freight transportation system. Participants included private and public stakeholders, including non-metropolitan local government officials. This early engagement set the tone for local participation throughout the completion of the plan, including development of the 2014 [FMTP Investment Element](#) and designation of Freight Coordinators in every FDOT District.

In 2017, FDOT created a Florida Freight Advisory Committee that guides the implementation of the FMTP and includes a cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, and state, regional, and local governments. As FDOT prepares for the next FMTP update, FDOT will use the FTP/SIS Steering Committee to connect with the Freight Committee's participating organizations and agencies to

---

<sup>4</sup> 2016 Florida Strategic Highway Safety Plan.



enhance FMTP outreach efforts, streamline connections, and more closely align the FMTP with the FTP. With some ports and freight logistics centers located in non-metropolitan areas and approximately 309 miles of critical rural freight corridors<sup>5</sup> in Florida identified on the National Highway Freight Network, Florida's local governments, both urban and non-metropolitan, will continue to play a role in the FMTP's development and implementation.

## *Florida Aviation System Plan 2035*

The [Florida Aviation System Plan](#) (FASP) serves as a mode-specific strategic plan for Florida's aviation system. The FASP 2035 Update concluded in 2017 and included comprehensive stakeholder engagement such as targeted conversations with the FTP/SIS Implementation Committee. This linkage between the FASP and the FTP enhances the understanding of FDOT's funding priorities and helps identify those projects that advance the state's vision for its aviation and transportation future. Stakeholder participation throughout the update process included representatives from airports, MPOs, and participants in the Continuing Florida Aviation System Planning Process (CFASPP), including RPCs, county and city aviation authorities, and airport sponsor representatives. The CFASPP provides FDOT, the Federal Aviation Administration, airports, and other aviation and non-aviation stakeholders the opportunity to offer input, obtain information, and coordinate activities that are relevant to implementing the FASP and maintaining the statewide airport system, which is a comprehensive and continuous effort.

## *Florida Seaport System Plan*

The [2015 Florida Seaport System Plan](#) provides guidance for statewide seaport system planning. To help frame this five-year plan, FDOT sought out and incorporated focused input from Florida's public seaports and stakeholders through questionnaires, which addressed their views of the advantages, constraints, issues, and needs affecting the Florida seaport system. Florida's 15 public seaports, some of which are located in rural areas (e.g., Port of Port St. Joe), include a variety of local government memberships, such as county commissioners that serve as Port Commission board members, seaports that are divisions of county or city governments, or a seaport board appointed by the Governor and/or local officials. This involvement provides a cross section of industry and local government perspectives that FDOT considered and incorporated in the plan. The focus areas and strategies presented in the 2015 Florida Seaport System Plan provide insight on how the state's seaport program seeks to implement the planning policies of the FTP, SIS Policy Plan, and FMTP, and will continue to do so going forward.

## *Florida Planning Emphasis Areas: Non-Metropolitan Transportation Planning*

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of MPOs' respective unified planning work programs. Emphasis Areas

---

<sup>5</sup> FDOT's Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum, January 2018, <https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/approved-fmtp-addendum-jan-2018.pdf>



set planning priorities, support the FTP, and give importance to topic areas, which MPOs can address as they develop their planning programs. The current Planning Emphasis Areas include non-metropolitan transportation planning.

In its guidance to the MPOs, FDOT notes that MAP-21 defined the structure and responsibilities of designated RTPOs in federal regulations for the first time. They also note that Florida Statutes include several provisions requiring coordination with local governments, including those in non-metropolitan areas. With some non-metropolitan communities in Florida facing significant development pressures and struggling to maintain their existing transportation systems, transportation investments can address growing populations and economic activities. FDOT encourages MPOs to plan for and coordinate with non-metropolitan governmental entities within their planning boundaries and those outside of their boundaries that are impacted by transportation movements between regions.

### *FDOT Grants and Other Support for Non-Metropolitan Local Governments*

FDOT provides support to Florida's local governments through technical assistance and a variety of grant programs, some of which are targeted to non-metropolitan local governments. For instance, five FDOT state-funded grant programs support transportation projects identified in the department's five-year Work Program, which typically funds bridge rehabilitations, roadway drainage improvements, roadway resurfacing and reconstruction projects, and other multi-modal enhancements such as bike paths and trails. The Transit Office administers federal and state transit grants, and the State Safety Office awards grants to traffic safety partners that undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Table 3 provides an overview of these grant opportunities.

**TABLE 3. GRANT OPPORTUNITIES**

Grant Program	Authority	FDOT Office	Purpose
County Incentive Grant Program (CIGP)	Section 339.2817, F.S.	<a href="#">Local Programs</a>	Funds are available to counties to improve a transportation facility located on or relieving congestion on the State Highway System.
Small County Outreach Program (SCOP)	Section 339.2818, F.S.	<a href="#">Local Programs</a>	Funds are available to counties that have a population of 170,000 or less to repair or rehabilitate county bridges, pave unpaved roads, address road-related drainage improvements, resurface or reconstruct county roads, or construct capacity or safety improvements to county roads.
SCOP for Rural Areas of Opportunity Municipalities and Communities (SCOP Municipalities)	Section 339.2818, F.S.	<a href="#">Local Programs</a>	Extends SCOP funding to municipalities and communities within a rural area of opportunity or a rural area of opportunity community designated under Section 288.0656(7)(a), F.S.





Grant Program	Authority	FDOT Office	Purpose
Small County Resurfacing Program (SCRAP)	Section 339.2816, F.S.	<a href="#">Local Programs</a>	Funds are available to counties that have a population of 75,000 or less to resurface or reconstruct county roads.
Transportation Regional Incentive Program (TRIP)	Section 339.2819, F.S.	<a href="#">Local Programs</a>	Funds are available to provide incentives for local governments and the private sector to improve regionally significant transportation facilities in regional transportation areas designated under Section 339.155(4), F.S.
Transportation Alternatives Set-Aside	23 U.S. Code § 133	<a href="#">Systems Implementation</a>	Funds a variety of small-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements including sidewalks, and certain environmental mitigation activities.
Safe Routes to Schools (SRTS)	23 U.S. Code § 133 and Section 335.066, F.S.	<a href="#">State Safety Office</a>	Funds planning, design, and construction of infrastructure-related projects that substantially improve the safety and ability of students to walk and bicycle to school for the benefit of public, private, and tribal schools serving Kindergarten through High School.
Highway Safety Grants	23 U.S. Code § 402 and 405	<a href="#">State Safety Office</a>	Awards "seed" money to state and local safety-related agencies to assist in the development and implementation of programs in traffic safety priority areas, and may be awarded for assisting in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program.
Public Transportation Formula Grants/Enhanced Mobility of Seniors and Individuals with Disabilities	49 U.S. Code § 5310	<a href="#">Public Transit Office</a>	Funds capital projects that are planned, designed, and carried out to meet special needs of elderly and individuals with disabilities.
Public Transportation Formula Grants/Rural Areas	49 U.S. Code § 5311	<a href="#">Public Transit Office</a>	Funds capital and operating assistance in rural areas.

FDOT is also one of over 17 state and regional agencies and organizations participating in the [Rural Economic Development Initiative](#) (REDI), which is established in Section 288.0656, F.S. REDI recognizes that rural communities and regions face extraordinary challenges in their efforts to improve their economies, so it brings together a focused and coordinated effort among agencies and organizations that provide programs and services to rural areas. REDI also recommends waivers of financial match for state grant and other programs on a project-by-project basis and undertakes advocacy, outreach, and capacity building to improve conditions in rural communities. Needs identified through REDI are often funded through agency grant programs, including the FDOT grant programs noted above. Over the past few





years, FDOT provided grant funding to non-metropolitan local governments for freight initiatives, airport improvements, roadway beautification projects, Catalyst Site investments, and Safe Routes to School construction projects.

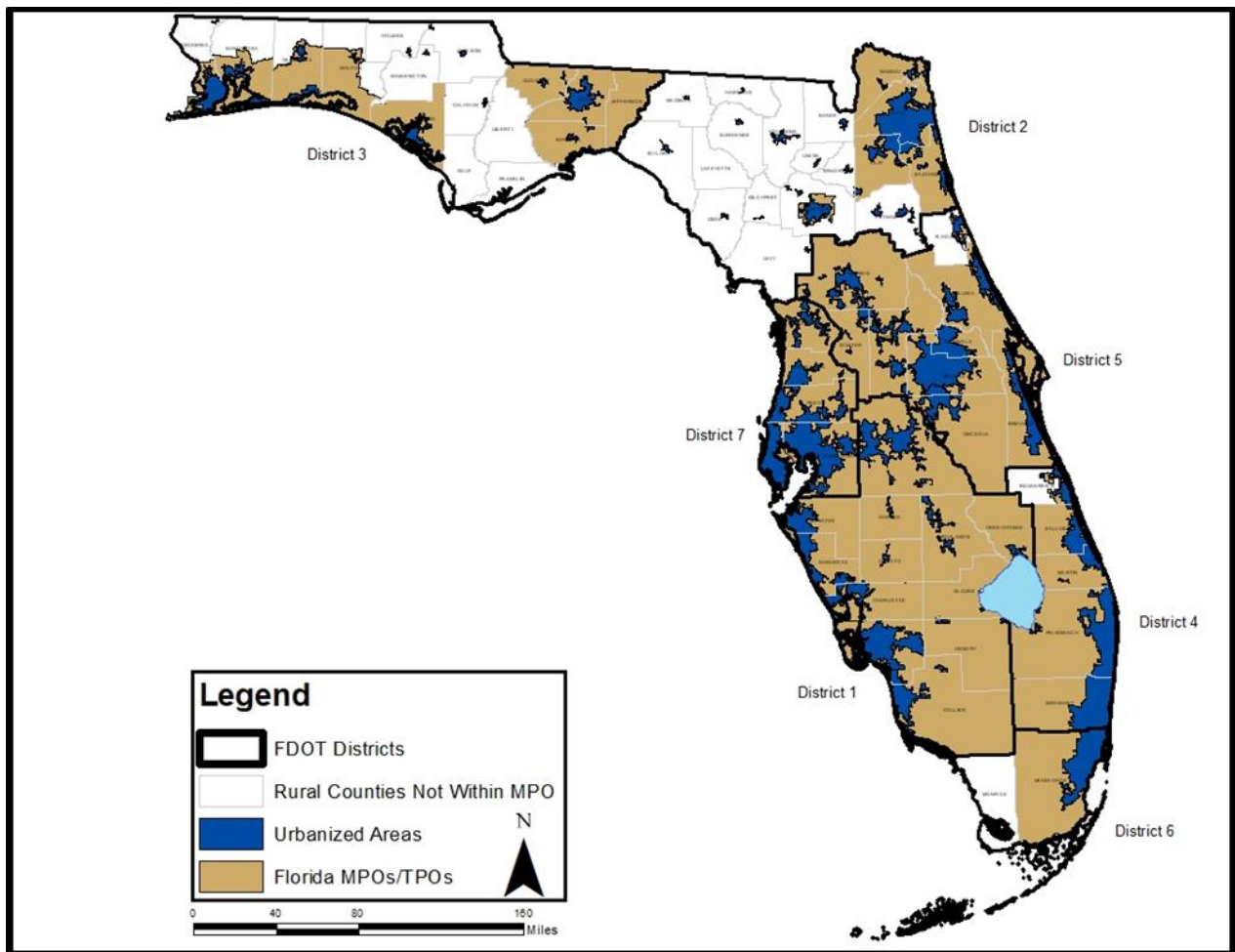
FDOT also provides technical assistance to non-metropolitan local governments, including workshops and training opportunities to promote FDOT's state-funded grant programs and assistance for local governments with grant application processes; workshops focused on implementation of FDOT's Complete Streets policy; and support for rural transportation and mobility initiatives.



# Cooperation and Collaboration in Regional Planning

Cooperation and consultation with Florida's non-metropolitan local officials in the transportation planning process occurs throughout FDOT's seven Districts, 27 MPOs, and 10 RPCs, all of which have planning responsibilities for both urban and non-metropolitan local governments.<sup>6</sup> Appendices [E](#), [F](#), and [G](#) provide statewide maps of the FDOT Districts, MPOs, and RPCs, respectively. Figure 2 compares Florida's urbanized areas (shown in dark blue), non-metropolitan areas that are within an MPO boundary (shown in tan), and non-metropolitan counties that are not within an MPO boundary (shown in white).

**FIGURE 3. FLORIDA'S MPOS AND URBANIZED AREAS**



<sup>6</sup> The Florida Turnpike Enterprise, FDOT's "eighth" District, coordinates through the other seven Districts on transportation projects that traverse the state.





This figure shows that a majority of the state's non-metropolitan areas in 39 counties are within the boundaries of Florida's 27 MPOs and subject to the metropolitan planning process. The priorities and planning needs of these non-metropolitan local governments must be balanced with the needs of their neighboring urbanized areas. Of the remaining 28 counties in Florida, 21 are not within an MPO and seven are partially within an MPO. These 21 counties and the non-metropolitan local governments within the seven partial counties work directly with their FDOT District to address transportation priorities and needs.

Federal law requires FDOT to carry out the non-metropolitan transportation planning process for those non-metropolitan areas that fall outside of an MPO; however, there are multiple opportunities across the state for regional cooperation. These opportunities foster collaborative relationships among the FDOT Districts, MPOs, RPCs, and local governments, and lay the groundwork for opportunities to strengthen the non-metropolitan transportation planning process in Florida.

## *FDOT Districts*

FDOT's decentralized agency structure responds to the needs and interests of local officials. FDOT District staff members have the expertise to help solve non-metropolitan local governments' transportation challenges and support funding opportunities. Similarly, input from non-metropolitan local officials helps FDOT make informed project selection decisions. FDOT always seeks to improve communication with non-metropolitan stakeholders while increasing participation in the decision-making process.

FDOT Districts coordinate with local government officials in those counties located outside of an MPO and with MPOs throughout the state as they develop local priorities for FDOT's five-year Work Program. Federal law requires each District to hold a public hearing in at least one urbanized area within the District. However, many other activities foster coordination and cooperation with non-metropolitan local governments. This includes outreach by District management at the highest levels and coordination with non-metropolitan local governments fostered through the Districts' multimodal programs. Table 4 provides a description of each District, with a focus on the MPO/non-metropolitan county composition and examples of District activities.





**TABLE 4. FDOT DISTRICT DESCRIPTION AND ACTIVITIES**

FDOT District	Description <sup>7</sup>	Activities
<b>District 1</b>	<ul style="list-style-type: none"> <li>• 11,580 square miles</li> <li>• 2,924,814 million residents</li> <li>• 12 counties</li> <li>• 5 MPOs encompassing all 12 counties                             <ul style="list-style-type: none"> <li>– 4 single county MPOs</li> <li>– 2 multi-county MPOs including Heartland Regional TPO (6 non-metropolitan counties including the urbanized area of Highlands County)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Dedicates a single MPO liaison to the Heartland Regional TPO and its counties.</li> <li>• Assists Rural Areas of Opportunity counties with state and federal program applications.</li> <li>• Uses a “4P” (Priority Project Programming Process) approach for scoping and estimating funding for projects requested through the MPO process, which results in a well thought out scope, schedule, and cost estimate.</li> <li>• Participates in MPO workshops to leverage other programs such as state-funded grant programs.</li> </ul>
<b>District 2</b>	<ul style="list-style-type: none"> <li>• 11,798 square miles</li> <li>• 2,112,902 million residents</li> <li>• 18 counties</li> <li>• 1 multi-county MPO</li> <li>• 1 MPO for the City of Gainesville urbanized area (in Alachua County)</li> <li>• Alachua County and the remaining 13 counties are non-metropolitan</li> </ul>	<ul style="list-style-type: none"> <li>• Hosts two state-funded grant program workshops each year – the first is focused on applications, contracts, and invoicing; the second is focused on project selections, legal issues, and best practices.</li> <li>• Meets twice a year with county commissions to review the tentative and adopted five-year Work Program.</li> <li>• Uses an on-line solicitation/application form for state and federally-funded grant programs, which the District developed.</li> </ul>

<sup>7</sup> The FDOT Source Book – 2018 provided the statistics for square miles and number of residents.







FDOT District	Description <sup>7</sup>	Activities
<b>District 3</b>	<ul style="list-style-type: none"> <li>• 11,263 square miles</li> <li>• 1,454,298 residents</li> <li>• 16 counties</li> <li>• 1 multi-county MPO encompassing 1 urban county and 3 non-metropolitan counties</li> <li>• 1 single-county MPO</li> <li>• Portions of Okaloosa and Walton counties are within one MPO</li> <li>• Portions of Escambia and Santa Rosa counties are within one MPO (along with a portion of Baldwin County, AL)</li> <li>• The remaining portions of Okaloosa, Walton, Escambia, and Santa Rosa counties and the remaining 8 counties are non-metropolitan</li> </ul>	<ul style="list-style-type: none"> <li>• Visits most local governments in the District during the work program cycle, with emphasis on local governments not within an MPO.</li> <li>• Provides dedicated staff to serve as a single point of contact for non-metropolitan local government requests for technical assistance.</li> <li>• Hosts an annual Local Agency Transportation Symposium for its local governments to share information on state and federal grant opportunities.</li> <li>• Ensures non-metropolitan local governments are given the same opportunities as urban local governments through collaboration among the District, RPCs, and MPOs.</li> </ul>
<b>District 4</b>	<ul style="list-style-type: none"> <li>• 4,798 square miles</li> <li>• 3,887,732 residents</li> <li>• 5 counties</li> <li>• 5 single-county MPOs</li> </ul>	<ul style="list-style-type: none"> <li>• Works closely with its MPOs, which drive the planning outreach, coordination, and priority setting for urban and non-metropolitan local governments.</li> <li>• The Office of Multimodal Development consistently includes MPO liaisons in their activities to make them more aware of transportation planning issues throughout the District.</li> <li>• Plays an active role in regional freight planning and the provision of transit in the Glades area, including coordination with Palm Tran/urban transit services.</li> </ul>





FDOT District	Description <sup>7</sup>	Activities
<b>District 5</b>	<ul style="list-style-type: none"> <li>• 8,211 square miles</li> <li>• 4,111,715 residents</li> <li>• 9 counties</li> <li>• 2 single-county MPOs</li> <li>• 2 multi-county MPOs</li> <li>• 1 multi-county MPO that includes the eastern, developed areas of Flagler County</li> <li>• The remaining portion of Flagler County is non-metropolitan</li> </ul>	<ul style="list-style-type: none"> <li>• Meets twice a year with Flagler County regarding work program prioritization.</li> <li>• Holds two partner meetings each year to provide support for state and federally-funded grant programs as well as project specific partner meetings during the work program cycle.</li> <li>• Uses a “4P” (Priority Project Programming Process) approach for scoping and estimating funding for projects requested through the MPO process, which results in a well thought out scope, schedule, and cost estimate.</li> </ul>
<b>District 6</b>	<ul style="list-style-type: none"> <li>• 2,881 square miles</li> <li>• 2,819,984 residents</li> <li>• 2 counties</li> <li>• 1 single-county MPO</li> <li>• 1 non-metropolitan county</li> </ul>	<ul style="list-style-type: none"> <li>• Provides annual funding to Monroe County to support two planning staff positions and transportation studies.</li> <li>• Hosts two day-long annual Listening Sessions each spring, one in Miami-Dade County and the other in Monroe County, to discuss matters affecting the District's roadways and transit.</li> <li>• Coordinates directly with Monroe County on grant funding and projects.</li> </ul>
<b>District 7</b>	<ul style="list-style-type: none"> <li>• 3,096 square miles</li> <li>• 3,172,697 residents</li> <li>• 5 counties</li> <li>• 1 multi-county MPO</li> <li>• 3 single-county MPOs</li> </ul>	<ul style="list-style-type: none"> <li>• Works collaboratively with its MPOs and supports MPO regional coordination, which includes the non-metropolitan areas within the Hernando/ Citrus MPO and its public involvement activities.</li> <li>• Works closely with the MPOs including monthly conference calls, holding bi-annual workshops for the MPOs, conducting agency to agency training, and hosting an annual Safety Summit, that is of particular interest to non-metropolitan local governments.</li> <li>• Works directly with non-metropolitan local governments to fund projects through state and federal grant programs and keep them moving through the process.</li> </ul>

## Metropolitan Planning Organizations

MPOs are comprised of elected and appointed officials that carry out the federal metropolitan transportation planning process for all urbanized areas with populations over 50,000, as determined by the U.S. Census. MPOs adopt LRTPs and use the needs identified there to develop and adopt a priority list of projects for yearly implementation, known as the TIP. While MPOs represent all urbanized areas, they also represent many non-metropolitan areas; these are shown in tan in Figure 3. As a result, several MPOs have non-metropolitan local government members on their boards and committees, including:





- The Heartland Regional TPO (District 1) includes elected officials from DeSoto, Glades, Hardee, Hendry, Okeechobee, and Highlands counties on its board, as well as elected officials from the urbanized area of Highlands County including the City of Sebring and City of Avon Park.
- The Capital Region TPA (District 3) includes elected officials from Gadsden, Jefferson, and Wakulla counties on its board, as well as a municipal elected official from Gadsden County to represent all of Gadsden County's municipalities.
- The North Florida TPO (District 2) includes representatives from three non-metropolitan counties that are not within its boundaries, Baker, Putnam and Flagler counties, to serve as ex-officio, non-voting board members, and the City of Fernandina Beach, Town of Hilliard, and Town of Callahan, all within Nassau County, serve on the TPO's Technical Coordinating Committee.
- The Indian River County MPO (District 4) includes two county commissioners who represent districts that encompass portions of the county not outside of an MPO and the Town of Orchid as ex-officio, non-voting member of the board and member of its Technical Advisory Committee.
- The Miami-Dade TPO (District 6) includes a non-elected official residing in unincorporated Miami-Dade County as a voting member of its board.
- The Okaloosa-Walton TPO (District 3) includes officials from the City of DeFuniak Springs and City of Freeport in Walton County as voting members of its board.
- The Palm Beach TPA (District 4) includes the City of Belle Glade as a voting member of its board.
- The Miami-Dade TPO board (District 6) includes the City of Homestead as a voting member.

## *Regional Planning Councils*

Florida's 10 RPCs serve as a link between Florida's non-metropolitan local governments and the transportation planning process. RPC boards are comprised of local elected officials and Governor's appointees. In addition, several state agencies, including FDOT, serve as ex-officio members of each RPC board. The RPCs are responsible for the development of strategic regional policy plans containing regional goals and policies for transportation, economic development, emergency management, natural resources, and affordable housing. They also review and comment on local government comprehensive plans and plan amendments for adverse impacts on regional resources or facilities identified in their regional policy plans and extra-jurisdictional impacts. As federally designated Economic Development Districts, the 10 RPCs also identify key investment opportunities.

RPCs work closely with their MPO partners. Eight of Florida's 10 RPCs serve on MPO technical advisory committees. The Executive Director of the Apalachee RPC is a non-voting member of the Capital Region TPA. In addition, the North Central Florida RPC, Central Florida RPC, and West Florida RPC provide administrative and financial staff services to MPOs in their regions, as outlined below:

- North Central Florida RPC services the Gainesville Metropolitan TPO.
- Central Florida RPC services the Heartland Regional TPO.
- West Florida RPC services the Bay County TPO, Okaloosa-Walton TPO, and Florida-Alabama TPO.



The West Florida RPC also supports the Regional Transportation Partnership (Bay, Gulf, Holmes, and Washington counties), which was formed to secure TRIP funding for the four-county region, and the Northwest Florida Regional TPO (Escambia, Okaloosa, Santa Rosa, and Walton counties), which was formed to collaboratively plan for future regional transportation needs. It also hosts an annual Emerald Coast Transportation Symposium.



## Moving Forward

FDOT remains committed to stakeholder outreach and partner involvement as it seeks to evaluate the results of its outreach over the past year and enhance the role of non-metropolitan local officials in Florida's transportation planning process. To ensure that the federal cooperation and consultation process remains current and effective, FDOT will continue to:

- Support non-metropolitan local officials with information and staff resources, allowing them to make informed transportation planning decisions.
- Identify and develop opportunities to increase non-metropolitan local official involvement in the transportation planning process.
- Solicit comments and ideas from its non-metropolitan transportation planning partners on how to enhance non-metropolitan local officials' participation in the transportation planning process.
- Seek opportunities to improve Florida's transportation planning process.

Implementation of the FTP is part of this effort, and non-metropolitan local governments play a vital role. FDOT made a concerted effort over the past five years to include elected and appointed officials from non-metropolitan areas in the transportation planning process, the development of FDOT's modal plans, and other programs and initiatives. The next five-year update of the FTP includes continued outreach to FDOT's non-metropolitan partners to ensure that they have sufficient input into the FTP update. Statewide organizations such as the Florida Regional Councils Association, Florida League of Cities, Florida Association of Counties, and Small County Coalition provide support for ongoing public involvement and encourage input and feedback from the local governments they represent. FDOT remains dedicated to building on these efforts to enhance the role of non-metropolitan local governments in transportation planning and strengthen collaboration with its transportation planning partners.



# Appendix A – FAST Act – Cooperative Transportation Planning Provisions

US Code	Summary
<a href="#">23 U.S. Code § 135(a)(3)</a>	Requires the process for developing the statewide plan and the transportation improvement program to provide for consideration of all modes of transportation; encourage and promote the safe and efficient management, operation, and development of surface transportation systems to serve the mobility needs of people and freight; foster economic growth and development; take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution; and be continuing, cooperative, and comprehensive based on the complexity of the transportation problems to be addressed.
<a href="#">23 U.S. Code § 135(e)</a>	Requires each state to cooperate with affected non-metropolitan local officials with responsibility for transportation or, if applicable, through RTPOs, and consider the concerns of Indian Tribal governments and federal land management agencies.
<a href="#">23 U.S. Code § 135(f)(2)(B)</a>	Requires statewide transportation plans to be developed in cooperation with affected non-metropolitan local officials with responsibility for transportation or, if applicable, through RTPOs.
<a href="#">23 U.S. Code § 135(f)(2)(C)</a>	Requires development of the statewide LRTP to consider the concerns of Indian Tribal governments and federal land management agencies.
<a href="#">23 US Code § 135(g)(2)(B)</a>	Requires the STIP to be developed in cooperation with affected non-metropolitan local officials with responsibility for transportation, or if applicable through RTPOs.
<a href="#">23 US Code § 135(g)(2)(C)</a>	Requires development of the STIP to occur in consultation with the Indian Tribal government and Secretary of the Interior for each area of the state under the jurisdiction of an Indian Tribal government.
<a href="#">23 US Code § 135(m)(1)</a>	Authorizes states to establish and designate RTPOs to carry out the transportation planning process and enhance the planning, coordination, and implementation of statewide LRTPs and the STIP, with an emphasis on addressing the needs of non-metropolitan areas of the state.
<a href="#">23 US Code § 135(m)(5)</a>	Requires those states that choose not to establish or designate a RTPO to consult with affected non-metropolitan local officials to determine projects that may be of regional significance.





## Appendix B – Florida Statutes – Key Provisions

Florida Statutes	Summary
<a href="#">Section 163.3204, F.S.</a>	Requires all state and regional agencies involved in the administration and implementation of the <a href="#">Community Planning Act</a> to cooperate with local governments in the preparation and adoption of their comprehensive plans.
<a href="#">Section 339.135(2)(b), F.S.</a>	Requires projects in the department's Work Program to be consistent with an approved local comprehensive plan of any local government within whose boundaries the project is located in whole or in part, or, if inconsistent, is accompanied by an explanation of why the inconsistency should be undertaken.
<a href="#">Section 339.135(4)(b)2.</a>	Requires the tentative work program to be developed in accordance with the FTP as required in <a href="#">Section 339.155, F.S.</a>
<a href="#">Section 339.135(4)(c), F.S.</a>	Provides that the board of county commissioners shall serve as the MPO in those counties that are not located in an MPO and shall be involved in the development of the department's Work Program to the same extent as an MPO.
<a href="#">Section 339.155(3)(d), F.S.</a>	Requires the FTP to be developed in consultation with affected local officials in non-metropolitan areas and with any affected Indian Tribal governments.
<a href="#">Section 339.155(4)(b), F.S.</a>	Requires each RPC to adopt as an element of its strategic regional policy plan, transportation goals and policies, which, to the maximum extent feasible, shall be consistent with the goals and policies of the MPO and the FTP.
<a href="#">Section 339.175(3)(a), F.S.</a>	Requires MPO membership to be determined on an equitable geographic-population ratio basis, based on an agreement among the affected local governments and the Governor; therefore, officials responsible for non-metropolitan areas within a metropolitan planning area may be involved in the MPO through the mandatory county commission membership on the MPO or through direct representation of a small non-metropolitan community included in a metropolitan planning area to provide geographic balance.





## Appendix C – Definition of Terms

The following definitions are included in [23 CFR § 450.104](#):

**Consultation** means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.

**Cooperation** means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Indian Tribal government** means a duly formed governing body for an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, [Public Law 103-454](#).

**Long-range statewide transportation plan** means the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process (i.e., the FTP).

**Metropolitan planning area (MPA)** means the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out.

**Metropolitan planning organization (MPO)** means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

**Non-metropolitan area** means a geographic area outside a designated metropolitan planning area.

**Non-metropolitan local officials** means elected and appointed officials of general purpose local governments in a non-metropolitan area with the responsibility for transportation.

**Regional transportation planning organization (RTPO)** means a policy board of non-metropolitan local officials or their designees created to carry out the regional transportation planning process.

**Statewide transportation improvement program (STIP)** means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and transportation improvement programs, and required for projects to be eligible for funding under title 23 U.S.C. and title [49 U.S.C. Chapter 53](#) (i.e., FDOT's Work Program).

**Transportation improvement program (TIP)** means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title [49 U.S.C. chapter 53](#).





# Appendix D – Code of Federal Regulations – Cooperative Transportation Planning Provisions

CODE OF FEDERAL REGULATIONS	SUMMARY
<a href="#"><u>23 CFR § 450.210(a)</u></a>	Requires states to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points during the statewide transportation planning process, including development of the LRTP and the STIP.
<a href="#"><u>23 CFR § 450.210(b)</u></a>	Requires states to provide for non-metropolitan local official participation in the development of the LRTP and the STIP; requires states to have a documented process(es) for cooperating with non-metropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the LRTP and the STIP; and requires states to provide copies of the process documents to FHWA and FTA for informational purposes.
<a href="#"><u>23 CFR § 450.210(b)(1)</u></a>	Requires states to review and solicit comments from non-metropolitan local officials and other interested parties at least once every five years for a period of not less than 60 calendar days regarding the effectiveness of the cooperative process and any proposed changes; and requires states to direct a specific request for comments to the state association of counties, state municipal league, regional planning agencies, or directly to non-metropolitan local officials.
<a href="#"><u>23 CFR § 450.210(b)(2)</u></a>	Authorizes states to determine whether to adopt any proposed changes to its cooperative process with non-metropolitan local officials, and if proposed changes are not adopted, requires states to make publicly available its reasons for not accepting the proposed change, including notification to non-metropolitan local officials or their associations.



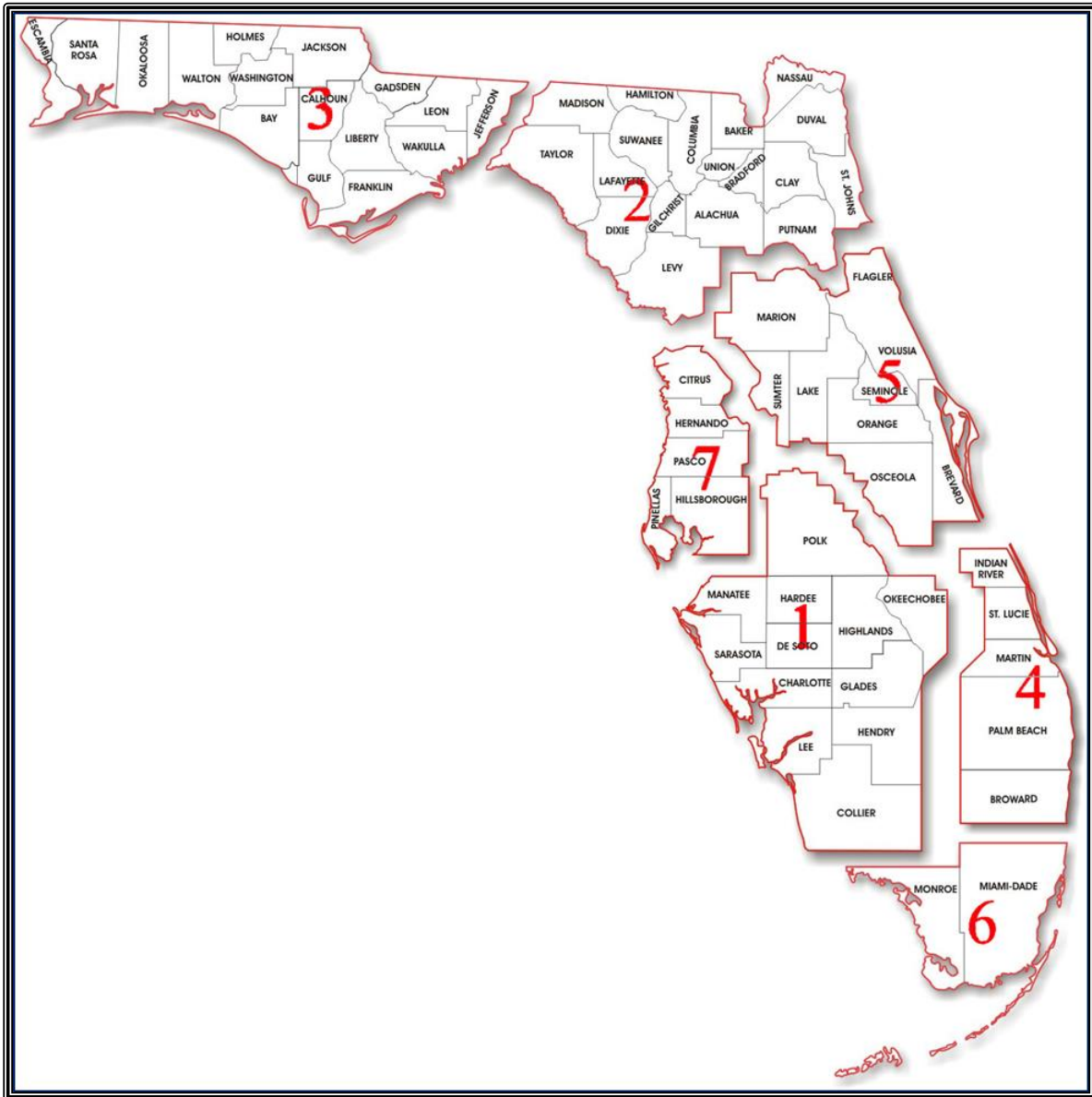


CODE OF FEDERAL REGULATIONS	SUMMARY
<a href="#"><u>23 CFR § 450.210(c)</u></a>	<p>Requires each state to develop the LRTP and STIP in consultation with the Indian Tribal government and the Secretary of the Interior for each area of the state under the jurisdiction of an Indian Tribal government; and to the extent practicable, requires states to develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Department of the Interior in the development of the LRTP and the STIP.</p>
<a href="#"><u>23 CFR § 450.210(d)</u></a>	<p>Authorizes a Governor to establish and designate RTPOs to enhance the planning, coordination, and implementation of the LRTP and STIP, with an emphasis on addressing the needs of non-metropolitan areas of the state; and requires any existing regional planning organization to be established and designated as an RTPO under 23 CFR § 450 to be treated as an RTPO.</p>





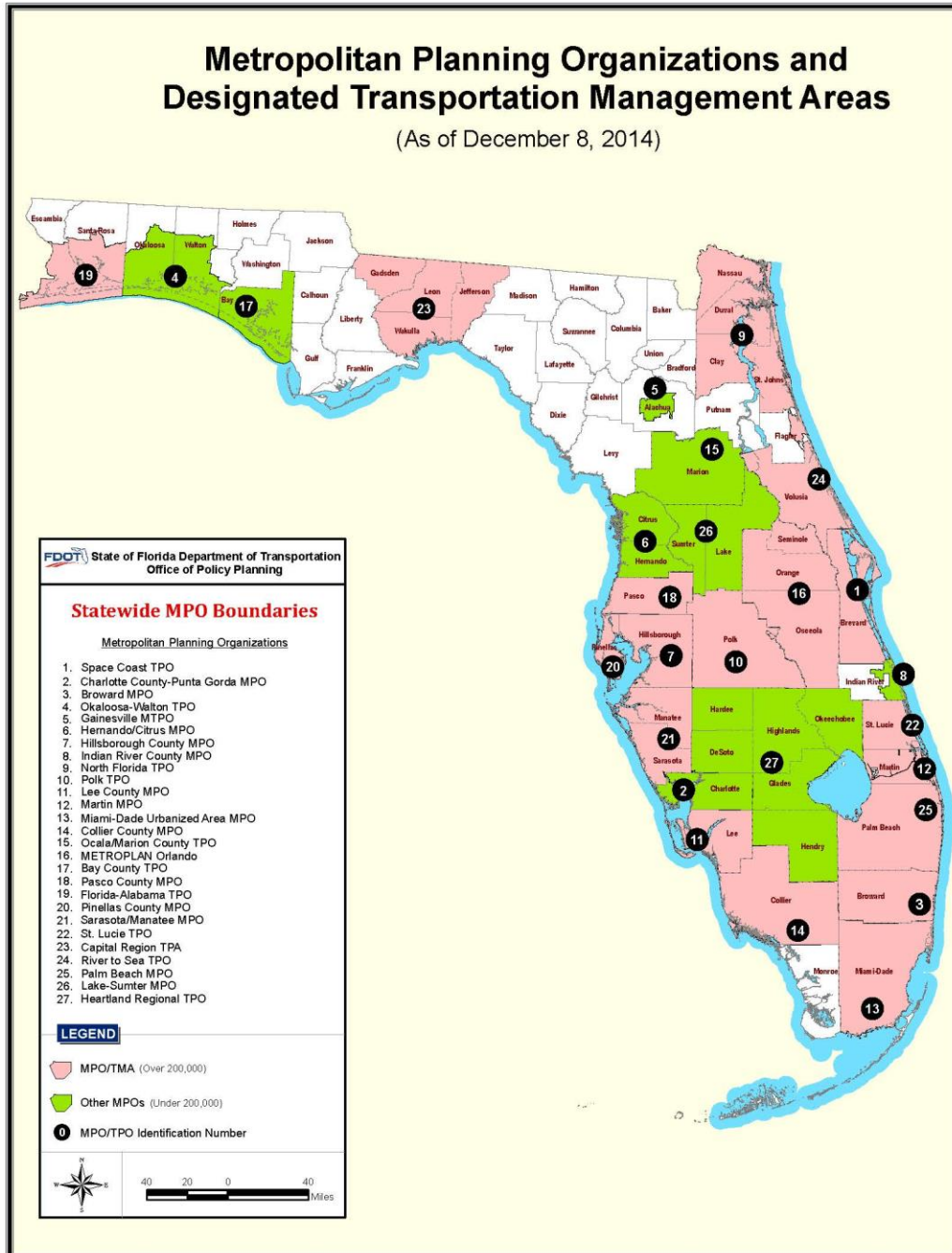
# Appendix E – FDOT Districts<sup>8</sup>



<sup>8</sup> [https://fdotwww.blob.core.windows.net/sitefinity/images/default-source/content1/info/images/district-map--lg.jpg?sfvrsn=978710d3\\_0](https://fdotwww.blob.core.windows.net/sitefinity/images/default-source/content1/info/images/district-map--lg.jpg?sfvrsn=978710d3_0)



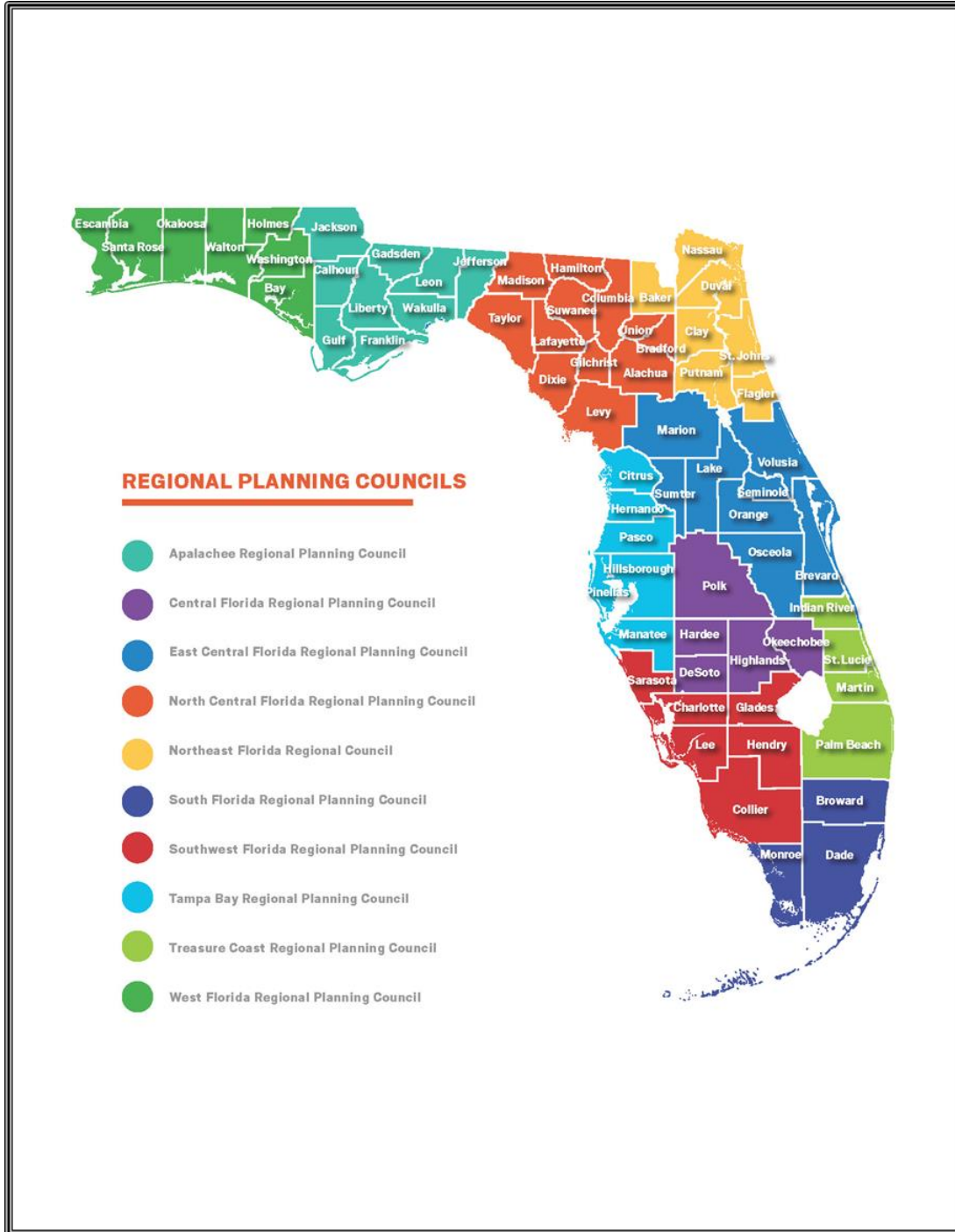
# Appendix F – Florida's Metropolitan Planning Organizations<sup>9</sup>



<sup>9</sup> <https://www.fdot.gov/planning/policy/>



# Appendix G – Florida's Regional Planning Councils<sup>10</sup>



<sup>10</sup> <http://www.flregionalcouncils.org/directory/>



**Office of Policy Planning**

**[planning@dot.state.fl.us](mailto:planning@dot.state.fl.us)**

**850.414.4800**