



2050 Metropolitan Transportation Plan

Chapter 1 | Goals and Objectives



June 5, 2024
Draft



WHAT IS IN THIS DOCUMENT?

This chapter outlines MetroPlan Orlando’s transportation goals and objectives for the 2050 MTP update as well as the indicators for tracking progress toward these goals and objectives. The 2050 MTP goals and objectives and will guide subsequent planning and analysis efforts throughout the 2050 MTP development and implementation. The 2050 MTP goals and objectives will be the basis for setting priorities for federally and state funded transportation projects and ultimately guide the selection of projects and programs to be funded in the “cost-feasible” plan.

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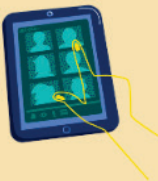
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1 Introduction

The 2050 Metropolitan Transportation Plan (MTP) is guided by five long-term goals, which describe the desired transportation system in the year 2050. The five goals are supported by 15 objectives, which are specific, measurable statements that support one or more goals. Together, these goals and objectives describe an interconnected, multimodal transportation system that enhances the quality of life in Central Florida and allows all residents and businesses to flourish.

The goals and objectives build on those set for the 2045 MTP. They were developed based on a review of goals and objectives established by neighboring MPOs or peer MPOs in Florida and other states as well as stakeholder and public input. The goals and objectives reflect the national transportation performance goals and required metropolitan planning factors established in federal law and rule. They also consider the goals and objectives of the most recent Florida Transportation Plan, the statewide long-range transportation plan. The goals and objectives also are consistent at a high level with other regional and local plans, including local government comprehensive plans.

Specific indicators are defined to measure progress toward the goals and objectives. Strategies in support of the goals and objectives will be defined in subsequent tasks and chapters of the 2050 MTP. Figure 1-1 summarizes the definitions for each term.

Figure 1-1 | Definition of Key Terms

Goal	<ul style="list-style-type: none">• A broad statement that describes a desired end state• <i>“Provide a safe transportation system for all users”</i>
Objective	<ul style="list-style-type: none">• A specific, measurable statement that supports achievement of a goal• <i>“Reduce fatalities and serious injuries”</i>
Indicator	<ul style="list-style-type: none">• Data used to measure progress toward goals and objectives• <i>“Fatalities and serious injuries”</i>
Strategy	<ul style="list-style-type: none">• Approach to achieving one or more goals and objectives• <i>“Reduce conflict between vehicles and vulnerable road users”</i>

Figure 1-2 summarizes the 2050 MTP goals. The goals are not listed in priority order.

Figure 1-2 | 2050 MTP Goals



SAFETY

Provide a **SAFE AND SECURE** transportation system for all users



RELIABILITY

Provide a **RELIABLE TRANSPORTATION SYSTEM** across all modes for people and freight



CONNECTIVITY

Enhance lives through **IMPROVED ACCESS** to jobs and services for people of all ages and abilities



COMMUNITY

Enhance the **HEALTH AND VITALITY** of our region's communities and environments



PROSPERITY

Strengthen our region's **ECONOMY**

The following section describes the five goals and lists the objectives and indicators directly related to each goal.

2 Goals, Objectives, and Indicators

2.1 SAFETY

2.1.1 PROVIDE A SAFE AND SECURE TRANSPORTATION SYSTEM FOR ALL USERS

A safe and secure transportation system is the most fundamental commitment we can make to Central Florida’s residents, businesses, and visitors. MetroPlan Orlando and its partners for many years have committed to a vision of zero deaths and serious injuries on the transportation system. This goal expands our view of safety to include better preparing for and responding to emergency events, as well as reducing the potential for harm from environmental, security, and other risks to transportation users and the regional system.



OBJECTIVES

1. Eliminate deaths and serious injuries on the transportation system, with an emphasis on the most vulnerable users
2. Provide infrastructure and services to help mitigate, prepare for, respond to, and recover from emergencies
3. Increase the resilience of transportation infrastructure to environmental, security, and other risks

INDICATORS

- Number of fatalities, serious injuries, and crashes by road user type
 - Reported for pedestrian, bicycle, motorcycle, road transit, and motor vehicle
- Number of fatalities, serious injuries, and crashes in transportation underserved communities
 - Reported for pedestrian, bicycle, motorcycle, road transit, and motor vehicle
- Rate of fatalities, serious injuries, and crashes per 100 million vehicle miles traveled (VMT)
 - Reported for pedestrian, bicycle, motorcycle, road transit, and motor vehicle
 - Reported for transportation underserved communities
- Average clearance time for roadway incidents (return to baseline operating capacity)
- Average emergency response and notification time by incident occurrence

2.2 RELIABILITY

2.2.1 PROVIDE A RELIABLE TRANSPORTATION SYSTEM ACROSS ALL MODES FOR PEOPLE AND FREIGHT

The region's transportation system should provide reliable service to all users. This means that roads, bridges, rail corridors, passenger and freight terminals, and transit vehicles are in good condition. It also means that customers can expect reliable travel times between destinations and efficient connections between modes. Finally, it means that the system can adapt to accommodate changing customer expectations and technologies.



OBJECTIVES

1. Enhance the multimodal transportation system to maintain a state of good repair
2. Improve travel time reliability for all modes
3. Accommodate changing customer needs and preferences, including changing technologies

INDICATORS

- Percent of pavement in good and poor condition
 - Reported for Interstate highways and non-Interstate National Highway System facilities
- Percent of bridges in good and poor condition
 - Reported for Interstate highways and non-Interstate National Highway System facilities
- Transit asset condition
 - Percent of revenue vehicles by asset class (articulated bus, bus, mini-bus, van, non-revenue/service auto, trucks and other vehicles, maintenance equipment) that have met or exceeded their useful life benchmark
 - Percent of fixed-guideway track with performance restrictions (guideway elements, power and signal elements, track elements)
 - Percent of buildings and structures with a marginal or poor rating
- Average transit revenue miles between failures
- Travel time reliability
 - Percent of roadway miles with reliable travel time.
 - Reported for transportation underserved communities
 - Reported for visitor area network
 - Reported for freight network
 - Percent of person-miles traveled that are reliable
 - Reported for Interstate and non-Interstate NHS roadways
 - Truck travel time reliability index (reported for Interstate system only)
- Percent of transit trips that arrive on-time
 - Reported for SunRail and LYNX
- Number of vehicle hours traveled (VHT) per licensed driver

2.3 CONNECTIVITY

2.3.1 ENHANCE LIVES THROUGH IMPROVED ACCESS TO OPPORTUNITIES

The Central Florida region depends on a robust transportation system that connects people to jobs, health care, education, and other essential services (including food, recreation, and other government services). Individual modes and facilities should be well connected to link the region's diverse communities and support end-to-end trips for residents and visitors. More robust public transportation systems and active transportation networks will provide



residents and businesses with meaningful travel choices and reduce reliance on driving as the primary mode of travel. MetroPlan Orlando and its partners will continue to make Central Florida's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

OBJECTIVES

1. Increase the frequency, service, and accessibility of public transportation and shared mobility services
2. Improve the connectivity and accessibility of multimodal transportation infrastructure
3. Enhance the connectivity of the region by reducing trip distance per capita

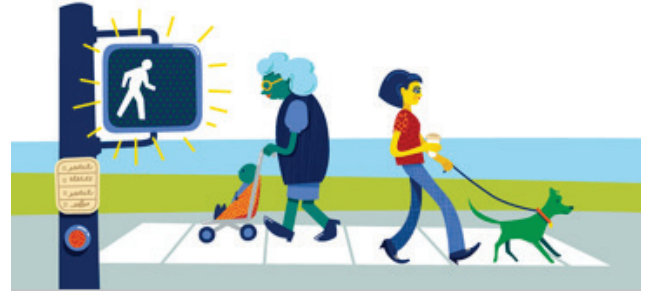
INDICATORS

- Transit system frequency
 - Percent of population within ½ mile of 30-minute and 15-minute transit frequency
 - Percent of fixed-route transit system frequency: <15 minutes, 16-30 minutes, 31-59 minutes, >60 minutes
- Percent of jobs within 30-minute travel time by mode
 - Including pedestrian, bicycle, transit, and motor vehicle
- Percent of essential services within 30-minute travel time by mode
 - Including pedestrian, bicycle, transit, and motor vehicle
- Vehicle miles traveled (VMT) per licensed driver
- Average person trip distance
- Percent commuting by mode
 - Including drive alone, carpool, public transportation, walk, bicycle, taxi/motorcycle/other, and work from home

2.4 COMMUNITY

2.4.1 ENHANCE THE HEALTH AND VITALITY OF OUR REGION'S COMMUNITIES AND ENVIRONMENT

A mix of communities and unique natural environments make Central Florida a special place to live, work, and visit. MetroPlan Orlando and its partners are committed to advancing transportation solutions that contribute to healthier and more thriving communities and protect and enhance our natural environment. This means working closely with local governments to support local visions and plans while contributing to more efficient use of land and protection of unique historical, cultural, and environmental resources.



OBJECTIVES

1. Provide transportation solutions that contribute to improved public health, including reducing adverse health impacts associated with physical inactivity
2. Reduce air quality pollutants and emissions per capita from transportation sources
3. Provide transportation solutions that enhance the natural and built environments

INDICATORS

- Miles of active transportation facilities
 - Including sidewalks, trails, bike lanes, and shared-use trails
- Rates of asthma, obesity, and diabetes
- Percent of population who missed a medical appointment in the past year due to transportation
- Units of carbon dioxide (CO₂), Ozone (O₃) precursor emissions, particulate matter (PM^{2.5}), and other transportation-related greenhouse gas equivalencies
- Number of developed and conservation acres per capita (total and change)
- Miles of publicly owned and maintained transportation infrastructure within wetlands or the 100-year flood plain
- Miles of publicly owned and maintained transportation infrastructure that have documented stormwater issues

2.5 PROSPERITY

2.5.1 STRENGTHEN OUR REGION'S ECONOMY

Transportation is a critical foundation for Central Florida's continued economic development and prosperity. MetroPlan Orlando and its partners will continue to work to enhance access to jobs for all residents, support growth in trade and visitor activity, and strengthen the region's competitiveness as a place to live, work, and do business.



OBJECTIVES

1. Promote transportation investments and strategies that enhance economic prosperity
2. Improve access to jobs, with emphasis on essential service workers
3. Increase Central Florida's affordability as a place to live, work, and visit

INDICATORS

- Hours of travel time delay and associated cost
 - Reported for autos and commercial vehicles
- Total freight value by mode
- Merchandise export value from the Orlando–Kissimmee–Sanford, Florida Metropolitan Statistical Area (MSA)
- Access to jobs from transportation underserved communities
- Access for workers in hospitality and other related services' occupations from home to place of employment
- Affordable housing units per capita (total and change over time)
- Transportation and housing costs as percent of household income

2.6 ALIGNMENT OF GOALS AND OBJECTIVES

Each of the five goals described in the 2050 MTP are interconnected to allow MetroPlan Orlando’s transportation system to flourish. Figure 1-3 illustrates some of the connections between the 2050 MTP goals and objectives.

Figure 1-3 | Relationship among 2050 MTP Goals



Table 1-1 summarizes how the indicators related to the goals and objectives.

Table 1-1 | 2050 MTP Goal, Objective, and Indicators

Indicator	Safety	Reliability	Connectivity	Community	Prosperity	Required Federal Measure
Number of fatalities, serious injuries, and crashes by road user type (pedestrian, bicycle, motorcycle, road transit, and motor vehicle)	✓					✓
Number of fatalities, serious injuries, and crashes in transportation underserved communities	✓					
Rate of fatalities, serious injuries, and crashes per 100 million vehicle miles traveled (VMT) by road user type and in transportation underserved communities	✓					✓
Average clearance time for roadway incidents (return to baseline operating capacity)	✓	✓				
Average emergency response and notification time by incident occurrence	✓	✓				
Percent of pavement in good and poor condition (for Interstate and non Interstate National Highway System roads)		✓				✓
Percent of bridges in good and poor condition (for Interstate and non Interstate National Highway System roads)		✓				✓
Percent of transit revenue vehicles by asset class that have met or exceeded their useful life benchmark		✓				
Percent of fixed-guideway track with performance restrictions (guideway elements, power and signal elements, track elements)		✓				
Percent of transit buildings and structures with a marginal or poor condition rating		✓				
Average transit revenue miles between failures		✓				
Percent of roadway miles with reliable travel time (including for freight and visitor networks and in transportation underserved communities)		✓				
Percent of person-miles traveled that are reliable (for Interstate and non Interstate National Highway System roads)		✓				✓
Truck travel time reliability index (for Interstate highway system)		✓				✓
Percent of transit trips that arrive on-time		✓				
Vehicle hours traveled (VHT) per licensed driver		✓			✓	
Percent of population within ½ mile of 30-minute and 15-minute transit frequency			✓			
Percent of fixed-route transit system frequency: <15 minutes, 16-30 minutes, 31-59 minutes, >60 minutes			✓			

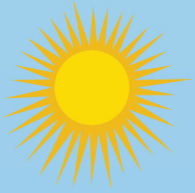
Indicator	Safety	Reliability	Connectivity	Community	Prosperity	Required Federal Measure
Percent of jobs within 30-minute travel time by mode			✓		✓	
Percent of essential services within 30-minute travel time by mode			✓	✓		
Vehicle miles traveled (VMT) per licensed driver			✓			
Average person trip distance			✓			
Percent commuting by mode			✓			
Miles of active transportation facilities			✓	✓		
Rates of asthma, obesity, and diabetes				✓		
Percent of population who missed a medical appointment in the past year due to transportation				✓		
Units of carbon dioxide (CO2), Ozone (O3) precursor emissions, particulate matter (PM2.5), and other transportation-related greenhouse gas equivalencies				✓		✓
Number of developed and conservation acres per capita				✓		
Miles of publicly owned and maintained transportation infrastructure within wetlands or the 100-year flood plain	✓	✓		✓		
Miles of publicly owned and maintained transportation infrastructure that have documented stormwater issues	✓	✓		✓		
Hours of travel time delay and associated cost					✓	
Total freight value by mode					✓	
Merchandise export value from the Orlando–Kissimmee–Sanford, Florida Metropolitan Statistical Area (MSA)					✓	
Access to jobs from transportation underserved communities			✓		✓	
Access for workers in hospitality and other services occupations from home to place of employment			✓		✓	
Affordable housing units per capita				✓	✓	
Transportation and housing costs as percent of household income				✓	✓	

3 Moving Forward

The MTP goals and objectives are intended to guide development of all aspects of the MTP. The goals and objectives can be used in the following ways:

- **System performance report** — The indicators will be used to establish targets for federally required transportation performance measures as well as other measures of interest to the region.
- **Drivers of change** — The goals and objectives provide a lens for assessing how changes in key trends, uncertainties, and disruptions on topics ranging from demographics to technology to climate will impact the region’s ability to accomplish its 2050 transportation vision.
- **Congestion Management Process (CMP)** — The goals and objectives will be incorporated into the CMP to ensure that congestion management strategies and investment decisions are made with a clear focus on desired outcomes.
- **Community and environmental strategies** — The goals and objectives will be a starting point for identifying strategies for aligning transportation with other regional goals such as public health, transportation underserved communities, housing and community development, environmental resilience, and environmental stewardship.
- **Need assessment** — The goals and objectives will inform processes used to identify potential investment needs for all modes.
- **Project prioritization** — The goals, objectives, and indicators will be a starting point for defining specific criteria and processes for setting priorities among potential investment needs in light of estimated resources. This will include the development of infrastructure investment scenarios and ultimately the MTP cost-feasible plan.
- **Implementation plan** — Finally, the goals, objectives, and indicators will inform the development of implementation strategies including the plan for reporting progress on indicators over time.

Achieving the 2050 MTP goals and objectives will involve the active participation of cross-sector leadership and partnership. To fulfill and sustain Central Florida’s social and economic promise, our future transportation system must provide reliable access to opportunity. There is no single solution for our region’s transportation needs. Rather, we must tackle these challenges from several different angles, using a variety of tools and strategies. By following through and taking bold action we can achieve lasting, positive impacts for our region, our communities, and our citizens.



Appendix 1A

Plans Review Summary

June 5, 2024
DRAFT



Federal Guidance and Plans

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA), 2021

On November 15, 2021, the [Infrastructure Investment and Jobs Act \(IIJA\)](#), also referred to as the Bipartisan Infrastructure Law (BIL), was signed into law, replacing the Fixing America's Surface Transportation (FAST) Act of 2015. IIJA authorizes \$1.2 trillion in federal funding over the federal fiscal year (FY) FY2022-2026 and allocates \$550 billion for new projects and programs. IIJA includes significant funding for new transportation programs that will improve roads and bridges, enhance public transit, drive job creation, improve access to high-speed internet, expand access to clean drinking water, mitigate climate change, and advance environmental justice.

With increased funding levels and new great emphasis on communities with chronic underinvestment, IIJA is a historic investment in the nation's core infrastructure priorities. Key priorities outlined in the IIJA include:

- Repairing and rebuilding roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users.
- Promoting and improving safety for all road users, particularly vulnerable users.
- Making streets and other transportation facilities accessible to all users.
- Prioritizing infrastructure that is less vulnerable and more resilient to a changing climate.
- Upgrading the nation's airports and ports to strengthen supply chains and prevent disruptions that have caused inflation, creating more and better jobs and reducing emissions.
- Making the largest investment in passenger rail since the creation of Amtrak.
- Future-proofing transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way.
- Reconnecting communities and reflecting the inclusion of disadvantaged and under-represented groups in the planning, project selection, and design process.

23 CODE OF FEDERAL REGULATIONS 450 – PLANNING ASSISTANCE AND STANDARDS

[Section 450 of Title 23](#) provides statutes related to statewide transportation planning, metropolitan transportation planning, and nonmetropolitan transportation planning. 23 CFR 450.300 states the purpose of metropolitan transportation planning as follows:

“...carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP [transportation improvement plan], 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 (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution.”

FHWA AND FTA PLANNING EMPHASIS AREAS, 2021

(Dated: December 30, 2021)

FHWA and Federal Transit Administration (FTA) jointly issued the [2021 Planning Emphasis Areas](#) that guide MPOs, State departments of transportation, public transportation agencies, and the Federal Land Management Agencies (FLMA) to develop planning priorities for UNWP and other planning programs. These are as follows:

- Achieving the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, net-zero emissions by 2050, and increasing resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
- Advancing racial equity and support for underserved and disadvantaged communities (Justice40 communities).
- Planning, developing, and operating streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.
- Increasing meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- Coordinating with representatives from the U.S. Department of Defense (DOD) in the transportation planning and project programming process on infrastructure and connectivity needs for Strategic Highway Network (STRAHNET) routes and other public roads that connect to DOD facilities.
- Coordinating with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
- Implementing Planning and Environment Linkages (PEL) as part of the transportation planning and environmental review processes.
- Incorporating data sharing and consideration into the transportation planning process.

State Policy and Guidance

SECTION 339.175, FLORIDA STATUTES

[Section 339.175 of Florida Statutes](#) outlines that the state's metropolitan planning organizations (MPOs) shall develop transportation plans that promote the safe and efficient management, operation, and development of surface transportation systems that improve the mobility needs of people and freight and foster economic growth and development. To ensure that MPOs' transportation planning process is integrated with the statewide planning process, MPOs shall develop a plan that identifies the transportation facilities that function as an integrated metropolitan transportation system, providing emphasis on infrastructure that is important at the regional, state, and national levels. Section 339.175 (7) states that each MPO shall develop a Long Range Transportation Plan (LRTP) that includes long-term and short-term strategies that preserve the existing transportation infrastructure, enhance Florida's economic competitiveness, and improve travel choices to ensure mobility.

FDOT METROPOLITAN PLANNING ORGANIZATION (MPO) PROGRAM MANAGEMENT HANDBOOK, 2023

The [FDOT MPO Program Management Handbook](#) provides the procedures, policies, and timelines for developing MPO's Unified Planning Work Programs (UPWPs), Transportation Improvement Programs (TIP), LRTPs, and other planning products. The handbook guides MPOs in developing LRTPs and lists down all federal and state requirements for the LRTP and provides a basic process for the development and approval of LRTPs.

FDOT FLORIDA PLANNING EMPHASIS AREAS, 2021

FDOT develops planning emphasis areas, which is updated periodically, to guide the planning activities of the MPOs. These emphasis areas guide the development of Florida Transportation Plan (FTP) and provide planning priorities for MPOs to consider while developing their planning programs. The [2021 planning emphasis areas](#) are as follows:

- **Safety:** MPOs should demonstrate the progress towards the safety targets set under FTP and Florida's SHSP in their LRTP and Transportation Improvement Program.
- **Equity:** MPOs should identify and implement transportation improvements that provide affordable transportation services and information access to all ages and abilities.
- **Resilience:** MPOs should address resilience in their LRTP by using federal guides such as the Federal Highway Administration (FHWA) Resilience and Transportation Planning Guide and the FDOT Quick Guide: Incorporating Resilience.
- **Emerging Mobility:** The UNWP should consider the advances in communication and automation technologies when planning for transportation infrastructure.

State Plans

FLORIDA TRANSPORTATION PLAN (FTP), 2020

The [Florida Transportation Plan \(FTP\) 2020](#) is the single overarching plan guiding Florida's transportation future. The document is developed by FDOT and is updated every five years to address how changing societal values, new technologies, and shifts in demand, resources, and risks affect the transportation system. The FTP includes four elements: Vision, Policy, Implementation, and Performance.

The FTP defines the long-term transportation vision and goals for the next 25 years (Figure A-1). The document outlines seven goals for Florida's transportation future, which reaffirms the goals of the previous Plan with refinements to reflect changing emphases of partners and customers statewide:

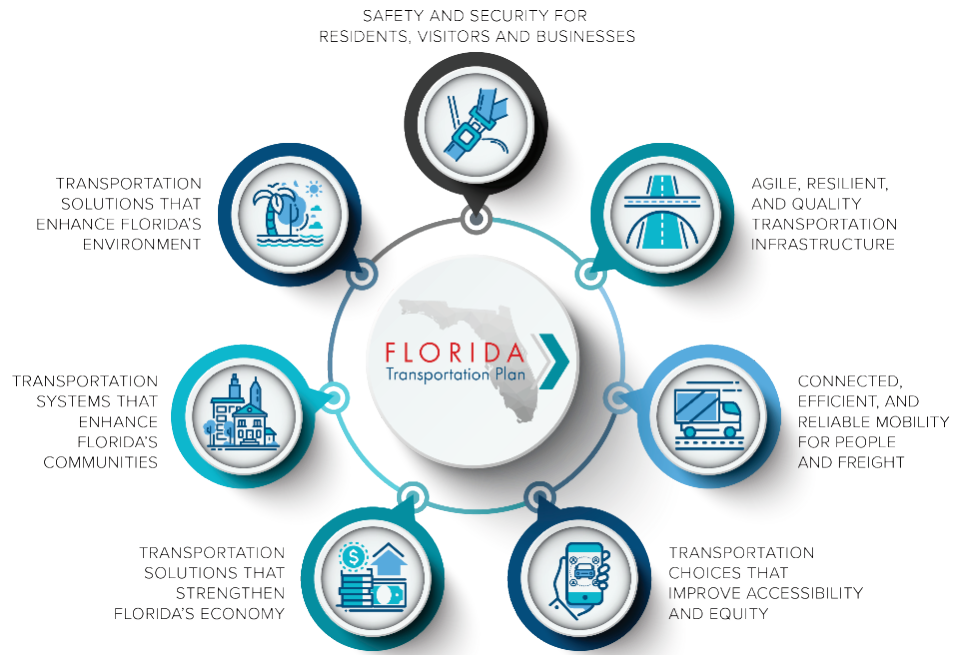
- Safety and Security for Florida's Residents, Visitors, and Businesses
- Agile, Resilient, and Quality Infrastructure
- Connected, Efficient, and Reliable Mobility for People and Freight
- Transportation Choices that Improve Equity and Accessibility
- Transportation Solutions that Strengthen Florida's Economy
- Transportation Solutions that Enhance Florida's Communities
- Transportation Systems that Enhance Florida's Environment

FDOT is in the process of preparing the 2055 FTP. Several Steering Committee Meetings, focus group discussions, and community engagement events are being held to seek input on the development of goals, objectives, and policies for the 2055 FTP.

STRATEGIC INTERMODAL SYSTEM (SIS) POLICY PLAN, 2022

FDOT updated the [Strategic Intermodal System \(SIS\) Policy Plan in 2022](#) to improve direction for redefining capacity, increasing flexibility in how the SIS is implemented, and improve the balance between statewide and regional demands and objectives. The SIS is a high priority network of transportation facilities that plays a vital role in supporting Florida's economy and was established to focus resources on facilities of statewide and interregional significance.

Figure A-1 | 2020 Florida Transportation Plan (FTP) Goals



The Plan is focused on three cross-cutting policy areas and five focus areas that will guide FDOT on how to manage the SIS over the next five years. The three cross-cutting policy areas are redefining capacity, increasing flexibility, and clarifying interregional connectivity. Five focus areas identified in the SIS Policy Plan include:

- **Safety:** Committing to a vision of zero fatalities and serious injuries on SIS facilities.
- **Resilience:** Identifying and mitigating vulnerabilities for the SIS network.
- **Technology and Innovation:** Leveraging new technologies and business models to improve the overall performance of the SIS network.
- **Urban Mobility and Connectivity:** Improving interregional and regional travel in urban areas.
- **Rural Mobility and Connectivity:** Improving interregional and regional travel in rural areas.

FDOT districts, MPOs, regional planning councils (RPCs), and other regional partners will work together to address the interregional connectivity needs of each region.

STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. A SHSP identifies a state's key safety needs and guides investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries.

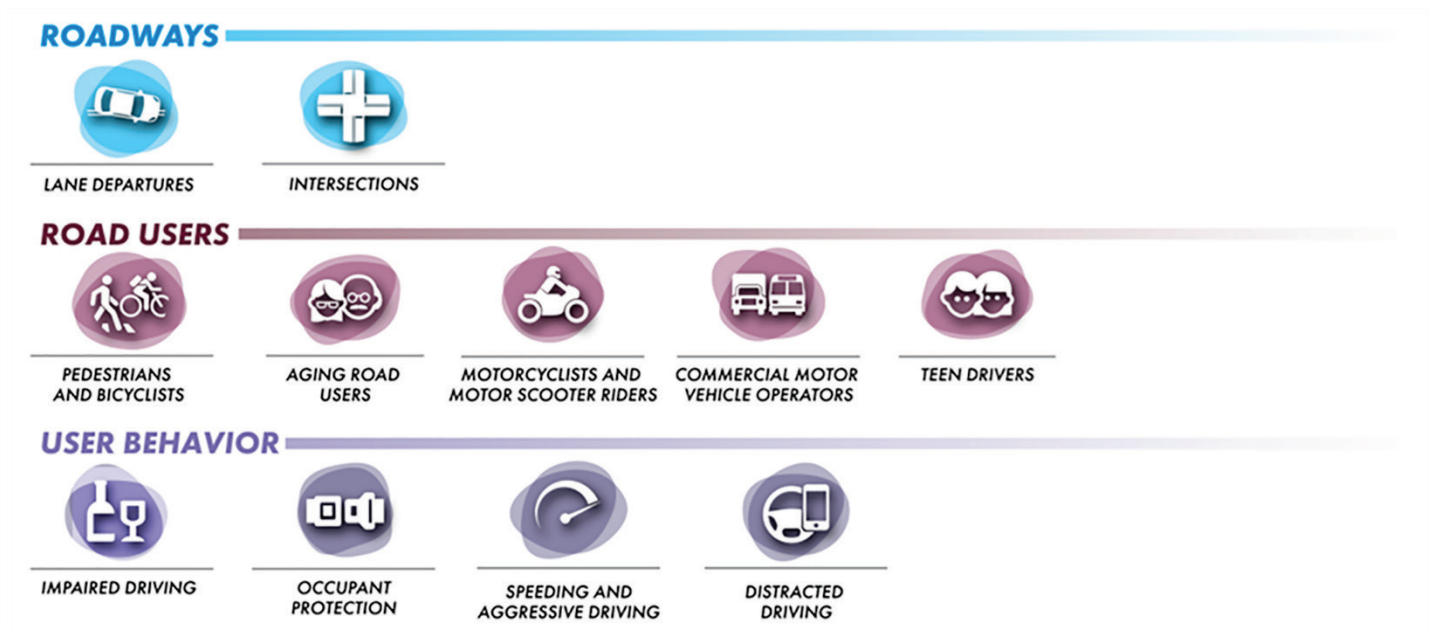
SHSPs were first required under SAFETEA-LU, which established the Highway Safety Improvement Program as a core federal program. The FAST Act continued the HSIP as a core federal aid program and the requirement for states to develop, implement, evaluate, and update an SHSP that identifies and analyzes highway safety problems and opportunities on all public roads. SHSPs continue to be required as part of the IIJA.

FDOT updated its [Strategic Highway Safety Plan \(SHSP\)](#) in 2021 with a vision to eliminate transportation-related fatalities and serious injuries involving all users, including pedestrians, bicyclists, micromobility device users, and transit users. To achieve this vision, FDOT employs the Safe System Approach, which states that death and serious injuries are unacceptable, and safety is the shared responsibility of all stakeholders, including the public.

Eleven Emphasis Areas were identified as the primary focus for Florida's traffic safety improvement efforts (Figure A-2). The Emphasis Areas were identified through a collaborative process that included a review of fatality and serious injury data from 2015 to 2019 and input from existing strategic safety coalitions, MPOs, and other partners.

The 2021 SHSP further identified six evolving emphasis areas that can result in high-risk or high-impact crashes or include emerging risks and innovations with unknown safety implications. These include micromobility, connected and automated vehicles, roadway transit, work zones, drowsy and ill driving, and rail grade crossings.

Figure A-2 | Emphasis Areas identified in Florida SHSP 2021



FDOT ADA TRANSITION PLAN, 2019

The FHWA recognized FDOT as a “transitioned” State Transportation Agency as it pertains to the accessibility of pedestrian facilities. FDOT will continue to validate the program’s success by conducting a review of a statistically significant sample of the state video logs of pedestrian features within Rights-of-Way. These reviews include sidewalks, curb ramps, detectable warnings, and pedestrian signals. Any areas in need of improvement identified during the robust review process will be forwarded to the appropriate district officials who will then supply a corrective action plan and schedule.

FDOT TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP), 2022

The purpose of the [FDOT Transportation Asset Management Plan \(TAMP\)](#) is to keep Florida’s transportation assets, including the National Highway System (NHS), in a state of good repair (SGR). The four principal objectives of the TAMP are:

1. Ensure the safety and security of transportation customers
2. Minimize damage to infrastructure from vehicles
3. Achieve and maintain a state of good repair for transportation assets
4. Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of extreme weather and events

The 2022 TAMP states that the existing conditions of the bridge and pavement assets are in line with SGR targets. The plan also identifies certain risks to the assets which include financial risks such as uncertainty of revenue and environmental risks such as sea level rise and extreme weather conditions.

FLORIDA AVIATION SYSTEM PLAN (FASP), 2017

The [Florida Aviation System Plan](#) serves as a mode-specific strategic plan for the aviation system. The goals established as part of this plan have been developed to complement the FTP while specifically meeting the goals of the aviation system. Ensuring a link between the FTP and FASP 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.

Designed in accordance with FAA Advisory Circular (AC) 150/5070-7, The Airport System Planning Process, the FASP 2035 Update reflects the processes, methodologies, and analyses required to produce an aviation system plan that can effectively inform the FDOT Aviation Office's decision-making and funding allocations through the 20-year planning horizon. FDOT coordinates with MPOs and other modal partners to support and improve intermodal connectivity as per the goals and strategies outlined in FASP.

Seven goals established during previous FASP efforts and validated by the FASP 2035 Update are designed to ensure Florida's airports continue to meet the evolving needs of FDOT, stakeholders, and the aviation public. In conjunction with the goals listed below, FDOT developed a comprehensive set of performance measures and indicators to assess progress on a series of system-wide objectives developed in association with each goal.

- Provide safe, efficient, secure, and convenient service to Florida's citizens, businesses, and visitors
- Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment
- Support and enhance the national position of leadership and prominence held by Florida's aviation industry
- Protect airspace and promote compatible land uses around airports
- Foster technological innovation and support the implementation of new technologies
- Promote support for aviation from business, government, and the public
- Foster Florida's reputation as a military- and aerospace-friendly state

FLORIDA MOTOR CARRIER SYSTEM PLAN, 2017

In 2017, FDOT developed a [Motor Carrier System Plan \(MCSP\)](#) to address highway-specific mobility challenges from a trucking perspective. The plan establishes a foundation of critical issues to address. Key performance analyses complement the input from stakeholders to build a more complete picture of freight movements by truck in Florida. Though MPOs are not asset owners, they have the responsibility to identify local improvement projects and participate in regional decision-making. MPOs set the spending levels for federal funds that support transportation projects. Motor Carrier System Plan goals include:

- Identify, support, and implement freight highway safety improvements and initiatives
- Continue to invest in quality infrastructure that can be adapted to meet the needs of future freight vehicles and technology
- Increase operational efficiency of goods movement and maintain reliable mobility for trucks
- Increase the number of quality options for moving freight to, from, and within Florida
- Support Florida's global competitiveness and increase the flow of domestic and international trade
- Coordinate early and often with local communities to ensure mobility for trucks that is consistent with local and regional priorities
- Balance the need for environmental protection and conservation with seeking motor carrier efficiencies

FLORIDA RAIL SYSTEM PLAN

In 2023, FDOT updated the [Florida Rail System Plan](#) to guide the state's rail freight and passenger transportation planning activities and project development plans. The plan complies with federal and state requirements and documents Florida's existing rail network, its challenges and opportunities, and rail related economic and socio-economic impacts of each rail mode. The Florida Rail system plan aligns with the Florida Transportation Plan and identifies key objectives in support of all seven FTP Goals.

FLORIDA SEAPORT & WATERWAYS SYSTEM PLAN, 2020

The [2020 Florida Seaport & Waterways System Plan](#), prepared in accordance with the statutory requirements of Section 311.14(1), Florida Statutes, lists the needs of Florida's seaport and waterway system for the next 5, 10, and 20 years. The focus areas and strategies presented in the plan provide insights for sustainable growth and development around Florida's seaports and promote economic growth throughout the state. The focus areas identified in the plan are consistent with the 2015 Plan:

- Seaport Access
- Seaport Capacity Expansion
- Seaport Efficiency Improvement
- Supply Chain Optimization

The plan identified several constraints that will directly hinder the development of the seaport. The top constraints to growth include site expansion development needs, highway access or bottleneck, deep dredge, harbor and/or channel capacity, and bulkhead and berthing infrastructure. The plan also identified 5-year needs of the seaport system, such as increased bulkhead and berthing infrastructure (capacity), bulkhead and berthing infrastructure (navigation), and cruise terminal development. Though there are no seaports or waterways in MetroPlan Orlando's planning area, it is important to look at the connections to other seaports to promote economic growth.

Local and Regional Policy and Guidance

In addition to complying with federal and state measures, MetroPlan Orlando has examined local plans and policies to ensure the 2050 MTP acts in accordance with and supports these documents. Brief summaries are provided for some of the key plans and policies. The Strategic Regional Policy Plan and local government comprehensive plans were considered in the context of specific tasks throughout this process.

COMPLETE STREETS POLICIES

Across the three-county MetroPlan Orlando region, multiple local governments have enacted Complete Street Policies. Complete Streets are streets that are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities. That includes but is not limited to pedestrians, cyclists, scooter-riders, transit users, rideshare users, motorists, and freight and service operators.

METROPLAN ORLANDO COMPLETE STREETS POLICY, 2020

In March 2020, the MetroPlan Orlando Board approved the Regional [Complete Streets Policy](#). This policy will help shape the future of the region by ensuring that all future roads and improvements are consistent with Complete Street guidelines. The policy was written with best practices in mind and with the help of local government partners.

VISION ZERO CENTRAL FLORIDA, 2023

[Vision Zero Central Florida](#) is a coordinated effort led by MetroPlan Orlando, partnering with local jurisdictions, to provide comprehensive Vision Zero Safety Action Plans for the three-county region, as well as for each county and city. Vision Zero Central Florida will identify ways to change road designs, educate and engage people, and work with law enforcement to save lives. Eliminating deaths on Central Florida's transportation system requires an ambitious, proactive method called the safe system approach, which includes working on safer roads, safer vehicles, safer speeds, addressing needs of all travelers, and strengthening post-crash care. All these elements work together to build layers of protection into the transportation system.

AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLANS

ORANGE COUNTY ADA TRANSITION PLAN, 2016

The Orange County Public Works developed its [Americans with Disabilities Act \(ADA\) Transition Plan](#) for the Public Right-of-Way, otherwise known as the ADA Transition Plan. The Plan ensures that public infrastructure in the County is accessible for all. The plan considers sidewalks, curb ramps, street crossings, crosswalks, driveway crossings and pedestrian activated traffic signal systems according to the ADA design standards.

OSCEOLA COUNTY ADA TRANSITION PLAN, 2021

Osceola County prepared the [ADA Transition Plan](#) to guide the development of infrastructure services for the PROW. The plan discusses county program and facility accessibility, assign the officials responsible for the implementation of the plan, implement a self-evaluation and prioritization of mitigating identified ADA barriers, and provide an implementation schedule and funding for ADA barrier mitigation within the PROW. The plan provided opportunities for improvement of ADA compliance efforts in the County's Comprehensive Plan, County Ordinances, and Design Standards.

SEMINOLE COUNTY ADA TRANSITION PLAN, 2021

The [Seminole County Transition Plan for PROW](#) was developed to provide safe and accessible pedestrian facilities for all pedestrians (including persons with disabilities) and ensure compliance with all federal, state, and local regulations. The Plan describes the needs of pedestrian facilities and outlines the procedures for implementing

solutions for curb ramps, pedestrian signals, detectable warnings, pedestrian islands, and sidewalks with the County rights-of-way.

LYNX AND SUNRAIL

MetroPlan Orlando has also considered the plans of the local transit agency and provider, the Central Florida Regional Transportation Agency (LYNX), and the Central Florida Commuter Rail Commission (SunRail).

LYNX TRANSIT ASSET MANAGEMENT PLAN, 2021

The LYNX 2021 Transit Asset Management Plan tracks system performance and conditions that will be used to develop strategies for efficiently managing assets for a state of good repair (SGR) in addition to maintaining funding eligibility. LYNX is considered a Tier I agency since it operates more than 101 vehicles and therefore must develop its own TAM Plan, which includes these elements: (1) Transit Asset Management Policy, (2) Asset Inventory and Conditions, (3) Prioritization and Reinvestment, (4) Implementation Plan, and (5) Evaluation and Continual Improvement.

LYNX HUMAN SERVICES TRANSPORTATION PLAN, 2022

The overall purpose of the LYNX Human Services Transportation Plan 2022 is to identify future transportation needs for older adults and individuals with disabilities. The Plan provides updates to the previous 2019 plan and includes additional information concerning the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program and IJJA 2021. The Plan provides a brief overview of best practices in Florida as well as throughout the United States, specifically related to the Section 5310 program. The Plan suggests Florida has higher concentrations of older adults compared to the national average, and also has a higher population of individuals with disabilities and veterans than the national average. Moreover, the gap analysis in the Plan identified Orange, Osceola, and Seminole counties as areas in need of additional paratransit services.

LYNX TRANSIT DEVELOPMENT PLAN, 2022

The [LYNX 2022 Transit Development Plan \(TDP\) Major Update](#) builds upon the 2018 TDP Major Update. The LYNX TDP is a strategic planning guide required by FDOT that includes an assessment of existing services offered by the transit provider, as well as anticipated demand for services based on social and economic trends, the political environment, and development patterns and trends. The TDP identified some of the challenges that will influence transit services, socioeconomic trends, organizational factors, and technology on the transit system. These factors address the effects on land use, state and local transportation plan and other governmental actions. Some of the challenges identified in the plan include:

- Broad service area with many and diverse transportation goals and objectives
- Increased sprawl development
- Increased low-density exurban development
- Persistence of automobile-dependent infrastructure
- Jurisdictional cooperation
- Ensuring adequate and appropriate service levels throughout a large service area
- Funding constraints
- Trend towards technological solutions for customers not comfortable with technology
- Continued ridership decline

Keeping in mind the above-mentioned challenges, the goals of the 2022 TDP have been identified as follows:

- Deliver a seamless network of transportation services for the region

- Advance a reliable, safe, equitable, dynamic, and performance driven transit system
- Enhance customer experience and communications
- Promote economic competitiveness, sustainability, and quality of life

TDP provides a 10-year plan which includes a variety of service changes, such as new and replacement routes, new or expanded transit facilities, and high-capacity transit corridors.

LYNX SYSTEM SAFETY PROGRAM PLAN, 2014

The [LYNX System Safety Program Plan \(SSPP\)](#) establishes the technical and managerial safety program for the public transportation system in Central Florida. The SSPP identifies LYNX safety policy and the responsibilities associated with system safety at all levels of the organization and for all entities or individuals under contract to the transit authority. The objectives of the SSPP are:

- To establish, implement, and maintain a safety program that effectively identifies potential hazards of the transit system and imposes management controls and design requirements to prevent mishaps by either eliminating hazards or reducing the associated risk to an acceptable level of the LYNX system.
- To ensure safety is always an integral part of current and future design, procurement, construction, testing, training, operation and maintenance of the LYNX system.
- To meet or exceed all applicable local, state, and federal safety, fire, and environmental codes, ordinances, and regulations.
- To communicate and cooperate with local government fire and rescue agencies to ensure effective coordination in emergency response, management, and corrective action.
- To provide appropriate data and reports on performance, non-critical system failures and accidents to appropriate departments and managers for the purposes of increasing system safety.

LYNX TRANSPORTATION DISADVANTAGED SERVICE PLAN, 2023

The [Transportation Disadvantaged Service Plan \(TDSP\)](#) demonstrated the commitment by LYNX to maintain and improve transportation services for the transportation disadvantaged in MetroPlan Orlando and serves as a framework for transit service performance evaluation. The goals of the TDSP are:

- Transition paratransit customers to the most appropriate mode of transportation
- Customer outreach and education
- Improve community perception of public transportation
- Program Administrative and Service Delivery Efficiency
- Provide transit services that support regional mobility options and changing travel demands

To address the needs of transportation disadvantaged population, TDSP provides strategies that also meets the requirements of State of Florida TD Program through service planning, development, and implementation of transportation resources.

SUNRAIL TRANSIT ASSET MANAGEMENT PLAN, 2023

The [SunRail Transit Asset Management \(TAM\) Plan 2023](#) is the plan to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance. SunRail’s service area includes MetroPlan Orlando and the River to Sea Transportation Planning Organization and thus, they are responsible for administering funds on transit projects. These MPOs are required to coordinate with SunRail to maintain system assets in a state of good repair (SGR) through transparency, financial stewardship and

reinvestment, and promoting a culture that supports asset management best practices. SunRail identified four asset management goals for their system:

- Demonstrate organizational efficiency to deliver efficient and reliable service
- Prioritize available resources to meet SGR requirements
- Maintain condition of assets in SGR requirements
- Actively promote an agency-wide asset management culture

CENTRAL FLORIDA EXPRESSWAY AUTHORITY MASTER PLAN 2040, 2016

In 2016, the Central Florida Expressway Authority (CFX) Board approved the 2040 Master Plan which is CFX's visionary blueprint for transportation system improvements and new projects that address the mobility needs of Central Florida. CFX has identified approximately \$9.7 to \$12.2 billion in potential regional project needs through the year 2040, which includes capacity and operational improvements for the existing system, potential new expressway expansion projects, and multimodal/intermodal opportunities. CFX is in the process of developing the Master Plan 2045 which will include new transportation projects for the next 25 years.

GREATER ORLANDO AVIATION AUTHORITY STRATEGIC PLAN, 2023

The Greater Orlando Aviation Authority (GOAA) Board adopted the [2023 Strategic Plan](#) which is a comprehensive blueprint for the aviation authority's next 10 years. The mission of GOAA is to seamlessly connect Florida and the world through its two airports, Orlando International Airport and Orlando Executive Airport, by providing exceptional experiences, collaboration, and creativity through the values of service, integrity, efficiency, excellence, and transparency.


The Plan provides strategic goals revolving around four priorities: People, Connection, Community, and Innovation. Some of the strategic goals identified in the Plan are as follows:

- Improve connections through diversified and complementary forms of transportation and mobility
- Provide seamless and efficient connectivity through services, innovation, and technology
- Become the world's hub for the integration of transportation, commerce, and entertainment
- Leverage the Aviation Authority's economic role to serve as a community resource
- Expand partnerships with external organizations and businesses to foster economic prosperity through development, research initiatives, and programs
- Leverage emerging technologies to elevate the Aviation Authority's potential

For the Orlando International Airport, GOAA published an Airport Master Plan 2011-2031 which addresses the mission, vision, and goals adopted in GOAA's Strategic plan 2013. The Airport Master Plan looked at the past efforts and applied that knowledge and the best practices within the industry today toward a future vision for the Orlando International Airport.

ORLANDO SANFORD INTERNATIONAL AIRPORT 2021 AIRPORT MASTER PLAN UPDATE, 2021

The [2021 Airport Master Plan](#) provided the short-term and long-term plans for next 20 years for Orlando Sanford International Airport to meet the future demand in a safe, economical, efficient, environmentally responsible and sustainable manner. The Plan is intended to strengthen the airport's capability to accommodate growing demands for Seminole County, the City of Sanford, and the Central Florida region. The Plan derived some of the key planning issues through stakeholder discussions and were categorized into airfield, terminal, landside, and sustainability/environmental planning issues. Understanding these key planning issues helped in formulating the shared vision and goals for the Airport's future. Some of the goals established in the Plan include:

- 
- Continue to meet and enhance the level of service provided to all projected airport users and develop an airport facility that will provide adequate capacity to fill the role as a commercial service airport in Florida
 - Develop the Airport and immediate vicinity to minimize negative environmental impacts to the region
 - Develop airport in a manner that supports local and regional economic goals while accommodating new opportunities and shifts in development patterns
 - Ensure adequate and convenient ground access to and from the Airport
 - Prudently manage all fiscal matters in accordance with FAA requirements and in a manner that sustains airports competitiveness for attracting new and expanded business opportunities



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