



SOUTHEAST FLORIDA REGIONAL  
**Transportation Plan**  
2035

**Technical Memorandum #3:  
Regional Goals, Objectives, and  
Measures of Effectiveness**

**FINAL**

September 2009



**KITTELSON & ASSOCIATES, INC.**  
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**Section 1**  
Introduction

## Introduction

Prior to the commencement of the 2035 Regional LRTP efforts, two significant activities were conducted in regards to the development of regional goals, objectives and measures of effectiveness. It is essential to highlight these efforts as they form the foundation of the 2035 regional GOM's.

The first activity was completed in 2006, where the Regional Transportation Technical Advisory Committee (RTTAC), formerly known as the Regional Long Range Transportation Plan (RLRTP) Committee, prepared a regional transportation plan which included a set of regional goals and objectives. Seven goals, supported by 16 objectives, were identified. These regional goals and objectives were reflective of the goals and objectives adopted by each of the three MPO's in their 2030 Long Range Transportation Plan's (LRTP'S). Quantitative measures of effectiveness were also developed to allow assessment of the region's progress in meeting the regional objectives.

The second activity was completed in 2007, where the RTTAC and KAI completed a review of the 2006 project evaluation process and criteria for setting project priorities. This review was conducted due to previous project ranking activities yielding results that were not in-line with some of the participating agencies' goals and priorities. The final product was an interim prioritization process which was adopted by the Southeast Florida Transportation Council (SEFTC) and applied to the tri-county's 2007 Transportation Regional Incentive Program (TRIP) projects.

As the development of the 2035 regional goals and objectives moves forward, these previous efforts (including previously encountered issues) must be taken into account. From a technical standpoint, the finalized set of 2035 regional goals and objectives seeks to accomplish the following:

- (1) **Consistency** with the eight SAFETEA-LU planning factors
- (2) **Compatibility** with the GOM's from the three county 2035 Long Range Transportation Plans (LRTP's)
- (3) **Applicability** across transit and roadway modes
- (4) **Functional** application as a regional project evaluation tool (for the Cost Feasible Plan and TRIP process) that consists of quantifiable measures of effectiveness

From an overall standpoint, the Plan's revised goals and objectives must be stated with clarity and in terms that are defined and readily understood. Each objective must have its own standard by which a need can be determined. Finally, a measure of effectiveness is required to provide a quantifiable and objective view of whether the standard and underlying objective and goal are met by the project being rated and ranked. The GOM's can be applied to a project prioritization process that is reasonable. Users of this process can be confident in the knowledge that the outcomes will be reasonable and broadly supported by constituents in the region.

**Section 2**  
Document Review  
Summary

## Document Review Summary

In addition to reviewing the 2006 and 2007 materials previously discussed, KAI reviewed several other documents to help develop the 2035 Regional GOM's:

1. *Legal Mandates:* The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) eight planning factors
2. *Statewide Plans:* (1) 2025 Florida Transportation Plan (FTP), (2) Florida Strategic Highway Safety Plan (SHSP), and (3) Florida's Strategic Intermodal System (SIS) Plan
3. *Regional and Local Plans:* (1) Regional Long Range Transportation Plan for Southeast Florida (adopted in 2006), (2) Palm Beach County adopted 2030 LRTP Goals and Objectives, (3) Broward County draft 2035 LRTP goals and adopted 2030 LRTP objectives, and (4) Miami-Dade County draft 2035 LRTP goals and objectives

The following provides a brief overview of the document reviews and considerations for the 2035 Regional GOM's:

### 1. *Legal mandates: SAFETEA-LU*

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure. The MPO's are required to meet the SAFETEA-LU planning factors; these factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

***Considerations for 2035 RL RTP GOM's***

The existing regional GOM's adequately address the SAFETEA-LU planning factors. Please see the recommendations section for a direct comparison and proposed revisions.

**2. Statewide Plans (2025 FTP, SHSP, SIS Plan)**

- The **2025 Florida Transportation Plan** includes the following goals shown in Table 1:

**Table 1** 2025 Florida Transportation Plan Goals and Objectives

Goals	Objectives
Goal 1: A safer and more secure transportation system for residents, businesses, and visitors	<ul style="list-style-type: none"> <li>• Improve safety</li> <li>• Reduce fatalities injuries</li> <li>• Make strategic safety investments</li> <li>• Improve security</li> </ul>
Goal 2: Enriched quality of life and responsible environmental stewardship	<ul style="list-style-type: none"> <li>• Enhance community livability</li> <li>• Conserve non-renewable resources</li> <li>• Accommodate human scale</li> <li>• Improve land use coordination</li> <li>• Maximize use of existing infrastructure</li> <li>• Use effective public involvement</li> <li>• Preserve natural environment</li> </ul>
Goal 3: Adequate and cost-efficient maintenance and preservation of transportation assets	<ul style="list-style-type: none"> <li>• Maintain transportation system</li> <li>• Eliminate illegal, overweight vehicles</li> <li>• Use alternative modes</li> </ul>
Goal 4: A stronger economy through enhanced mobility for people and freight	<ul style="list-style-type: none"> <li>• Improve transfers between modes and facilities</li> <li>• Reduce delay and improve reliability</li> <li>• Preserve new capacity for growth</li> <li>• Provide modal alternatives</li> <li>• Set criteria for new hubs and corridors</li> <li>• Enhance regional coordination</li> <li>• Facilitate economic development</li> <li>• Develop multimodal systems</li> <li>• Expand transportation choices</li> <li>• Reduce travel by single occupant vehicles</li> <li>• Ensure accessibility for all</li> </ul>
Goal 5: Sustainable transportation investments for Florida's future	<ul style="list-style-type: none"> <li>• Reduce backlog and meet future needs</li> <li>• Set transportation investment priorities</li> <li>• Reduce costs</li> <li>• Identify gap between funding and needs</li> </ul>

**Considerations for 2035 RL RTP GOM's**

The existing regional GOM's are consistent with the 2025 FTP. No revisions are recommended based on this review.

- The **Florida Strategic Highway Safety Plan's** mission is that "the State of Florida, utilizing engineering, enforcement, education, and emergency management will focus resources where opportunities for safety improvements are greatest". The Plan's goal is to "To improve the safety of Florida's surface transportation system by achieving a five percent annual reduction in the rate of fatalities and serious injuries beginning in 2007".

The SHSP focused on four emphasis areas, which were derived from the 2025 FTP goals and objectives. The four emphasis areas include aggressive driving, intersection crashes, vulnerable road users (pedestrians, bicyclists, and motorcycles), and lane departure crashes. Also, in general terms, Emergency Response was highlighted in the plan. Goals, performance measures, objectives, and strategies were developed for each emphasis area. Below, Table 2 summarizes the goals, objectives and performance measures:

**Table 2** Florida Strategic Highway Safety Plan Emphasis Area Goals, Objectives and Performance Measures

Goals	Objectives	Performance Measures
<b>General: Emergency Response</b>		
Optimize emergency response system	Incorporate emergency response data into the overall problem definition process.	None identified.
	Improve coordination with, and awareness of, emergency services.	
	Increase access to and the security of crash scenes.	
<b>Emphasis Area: Aggressive Driving</b>		
Reduce the rate of fatalities and serious injuries involving aggressive driving	Enhance and promote effective law enforcement programs to reduce aggressive driving	Rate of fatalities and serious injuries per 100M VMT involving aggressive driving
	Increase training and education on the problem of aggressive driving	Proportion of all fatalities and serious injuries that involve aggressive driving
	Identify and mitigate roadway features that may trigger aggressive driving	
<b>Emphasis Area: Intersection Crashes</b>		
Reduce the rate of fatalities and serious injuries occurring at intersections	Increase the safety of intersections for all users	Rate of fatalities and serious injuries per 100M VMT involving intersection crashes
	Strengthen traffic enforcement at intersections	Proportion of all fatalities and serious injuries that involve intersections
	Increase educational efforts concerning intersection behavior, design and engineering	

Goals	Objectives	Performance Measures
<b>Emphasis Area: Vulnerable Road Users: Pedestrian, Bicyclists, and Motorcycles</b>		
Reduce the rate of fatalities and serious injuries involving vulnerable road users	Provide local and state agencies with the data, skills, and tools to identify effective safety countermeasures for pedestrians, cyclists, and motorcyclists in the areas of engineering, education, enforcement, and emergency response.	Rate of fatalities and serious injuries per 100K population involving pedestrian and bicyclists
	Make strategic safety investments, focusing resources where opportunities for safety improvements are greatest for pedestrians, cyclists, and motorcyclists.	Rate of fatalities and serious injuries involving motorcycle riders per 100K licensed motorists
	Establish mobility strategies that are consistent with pedestrian, cyclist, and motorcyclist safety.	
<b>Emphasis Area: Lane Departure Crashes</b>		
Reduce the rate of fatalities and serious injuries involving lane departures	Improve engineering practices to reduce lane departure crashes on limited access and rural two-lane roadways.	Rate of fatalities and serious injuries per 100M VMT involving lane departure crashes
	Improve public education to reduce lane departure crashes on limited access and rural two-lane roadways.	Proportion of all fatalities and serious injuries that involve lane departure crashes
	Improve law enforcement practices to reduce lane departure crashes on limited access and rural two-lane roadways.	

**Considerations for 2035 RLRTP GOM's**

It is recommended that the regional GOM's continue to address safety and security. As the plan moves forward, it is recommended that the measures of effectiveness chosen are quantifiable and that they rely on readily available data. Consideration must also be given to how unbuilt projects will be objectively assessed based on safety and security.

- The **2005 Strategic Intermodal System (SIS) Plan** has been developed based on the following goals and objectives summarized in Table 3:

**Table 3** Strategic Intermodal System (SIS) Plan Goals and Objectives

Goals	Objectives
1. A safer and more secure transportation system for residents, businesses and visitors.	Extra weight for SIS projects that provide secondary benefits by improving safety and security. These may include projects that: <ul style="list-style-type: none"> <li>• Prevent or reduce incidents or facilitate incident response</li> <li>• Focus on facilities with high rates of incidents or that are at a high risk for incidents</li> <li>• Help meet national or industry safety or security standards</li> </ul>
2. Effective preservation and management of Florida's transportation facilities and services.	Extra weight for SIS projects that provide secondary benefits by preserving existing infrastructure and services. These may include projects that: <ul style="list-style-type: none"> <li>• Eliminate structural or functional deficiencies</li> <li>• Eliminate size, height and weight obstacles</li> <li>• Preserve or enhance the ability of the SIS to serve its intended function of</li> </ul>

Goals	Objectives
	supporting interregional, interstate and international travel and transport
3. Increased mobility for people and for freight and efficient operations of Florida's transportation system.	Primary factors for influencing prioritization and project selection. Priority will be given to those projects that, through added capacity, new technology or more efficient operations: <ul style="list-style-type: none"> <li>• Improve connections between modes</li> <li>• Eliminate bottlenecks and unnecessary delay</li> <li>• Improve travel time reliability</li> <li>• Support modal choices for interregional travel and transport</li> <li>• Support growth in demand for interregional travel and transport</li> </ul>
4. Enhanced economic competitiveness and economic diversification.	Primary factors for influencing prioritization and project selection. Priority will be given to those projects that: <ul style="list-style-type: none"> <li>• Support statewide goals related to economic diversification and targeted industries that could benefit from strategic investments by the state</li> <li>• Support statewide economic growth but not the transfer of jobs or economic activity between regions within Florida</li> <li>• Reduce transportation and logistics costs</li> <li>• Improve access to worker, supplier and customer markets</li> <li>• Improve access to economic assets in rural areas</li> <li>• Support growth in trade and tourist flows</li> </ul>
5. Enriched quality of life and responsible environmental stewardship.	Proactive screening to ensure that SIS projects support community and environmental goals. Priority will be given to those projects that: <ul style="list-style-type: none"> <li>• Demonstrate a regional approach to coordinated transportation, land use and economic development planning</li> <li>• Reflect appropriate land uses around SIS facilities, including effective preservation of right-of-way</li> <li>• Incorporate design and access levels appropriate to the community and environment in which they are located</li> <li>• Preserve or enhance the built and natural environment</li> </ul>

**Considerations for 2035 RL RTP GOM's**

It is important to reflect the SIS goals and objectives into the 2035 Regional GOM's due to their presence in our regional network, i.e., the Corridors of Regional Significance. Based on this review, the existing regional goals are compatible with the SIS goals. Performance measures identified in the SIS Cost Feasibility Plan (when completed) should be reviewed and considered prior to finalizing the 2035 Regional GOM's.

### 3. Regional and Local Plans

Regional Long Range Transportation Plan (Adopted 2006)

The original RL RTP, adopted in 2006, was used as a basis for the 2035 revision. As shown in Table 4, seven goals, supported by 16 objectives, were originally identified.

**Table 4** Regional Goals and Objectives (Adopted 2006)

Goals	Objectives
1. Improve Regional Transportation Systems and Travel	1.1 Provide adequate capacity for regional travel demands. 1.2 Improve transportation facilities' and services' regional connectivity.
2. Support Regional Economic Vitality	2.1 Increase access to regionally significant employment areas and sites. 2.2 Enhance access to intermodal facilities for tourists, passengers and goods.
3. Enhance Regional Social Benefits	3.1 Provide equitable and environmentally-just travel facilities and services. 3.2 Increase accessibility to major health care, recreation, education, and cultural facilities. 3.3 Improve techniques for the management of auto/truck conflicts.
4. Mitigate Regional Environmental Impacts	4.1 Minimize environmental impacts of transportation facilities, services, and operations.
5. Integrate Regional Transportation with Land Use and Development Considerations	5.1 Provide for linkage of urban centers and intermodal facilities in the region. 5.2 Endorse transportation improvement projects that improve sustainability. 5.3 Promote transit-oriented development (TOD). 5.4 Promote efficient transportation access to key regional, industrial and commercial areas.
6. Optimize Sound Regional Investment Strategies	6.1 Optimize use of existing funding sources. 6.2 Identify new funding sources.
7. Provide for a safer and more secure transportation system for residents, businesses and visitors	7.1 Ensure that evacuation plans for disasters are in place and up-to-date. 7.2 Consider and improve the safety and security of seaports, transit, and airport facilities.

***Considerations for 2035 RL RTP GOM's***

A major issue identified with the original set of GOM's was that the goals and objectives lacked objectivity and could not be quantified and/or measured. It is essential that as the goals and objectives are revised, quantifiable measures of effectiveness are concurrently being considered.

Local Long Range Transportation Plans (LRTP's)

Each local LRTP GOM's were reviewed in order to determine where compatibility exists and where incompatibility exists across the region. **As of late-August 2008, when the review was conducted, the three counties were preparing their draft GOM's. In the instances where draft 2035 GOM's were not available, the 2030 GOM's were reviewed.**

#### *Palm Beach County LRTP*

The 2035 GOM's development effort for Palm Beach County had not yet been completed. Therefore, the 2030 GOM's were reviewed. The 2030 goals are listed below:

- Goals 1 - 3: Infrastructure, Facilities, and Programs focus on the types of services to be provided and the quality of services that can be achieved.
- Goal 4: Economic Development and Financing Options focuses on the support the transportation system provides to the economic development of the County and the extent to which the community can afford to finance the transportation system.
- Goal 5: Land Use and Growth Management focuses on the ongoing growth management and other programs that are undertaken by local government agencies that enhance and support the implementation and preservation of the transportation system.
- Goal 6: Environment, Social, and Community Impacts focuses on the effects that the transportation system has on environmental, cultural, historical, and community resources that have been identified as important to the community.
- Goal 7: Safety and Security focuses on the measures that are presently in place for a safe and secure system. This includes security at public transit, seaports, rail, and public airport facilities and safety from natural and man-made disasters.
- Goal 8: Regional Transportation Planning focuses on the regionalism of the transportation system with coordination between agencies and systems.
- Goal 9: Plan Development Process focuses on the need to prepare the Plan consistent with the intent of applicable Federal and State requirements and in a manner responsive to the needs of the community.

#### *Broward County LRTP*

Broward County has prepared draft 2035 goals as listed below:

- Goal 1: A balanced, multi-modal transportation system that serves the local and regional movement of people, freight and services, and that encourages travel by public transit.
- Goal 2: A regionally coordinated transportation system that improves intermodal connectivity.
- Goal 3: Improve and maintain a safe transportation system that provides increased security for all of its users.
- Goal 4: Preserve and maintain existing transportation facilities, while improving the relationship between public transit and land use development.
- Goal 5: Promote a transportation system that protects the environment and the quality of life for the community.

*Miami-Dade County LRTP*

Miami-Dade County has prepared draft 2035 goals as listed below:

- Goal 1: Improve Transportation System and Travel
- Goal 2: Increase the Safety of the Transportation System for Motorized and Non-motorized Users
- Goal 3: Increase the Security of the Transportation System for Motorized and Non-motorized Users
- Goal 4: Support Economic Vitality
- Goal 5: Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation
- Goal 6: Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and Freight
- Goal 7: Optimize Sound Investment Strategies for System Management and Operation
- Goal 8: Maximize and Preserve the Existing Transportation System

***Considerations for 2035 RL RTP GOM's***

The existing regional GOM's have been directly compared with the draft 2035 and adopted 2030 local county goals and objectives. Please see the recommendations section for a direct comparison and proposed revisions to the Regional GOM's.

### **Section 3**

Proposed Regional  
Goals, Objectives and  
Measures of  
Effectiveness

# Proposed Regional Goals, Objectives and Measures of Effectiveness

## GOALS AND OBJECTIVES

The following section gives a detailed overview regarding the development process for the 2035 goals and objectives. Tables have been prepared drawing a direct comparison between the original regional goals and objectives, the SAFETEA-LU planning factors, and the local LRTP goals and objectives.

### *Understanding the Development Process*

Table 5 draws a comparison among the original regional goals, the SAFETEA-LU planning factors, and the three county 2030 or 2035 goals. The original regional goals were the basis for which all other items were compared. Due to overlap, some local LRTP goals and SAFETEA-LU factors were found comparable to more than one regional goal. Therefore, duplicative comparisons are shown in the table. Table 6 summarizes the proposed 2035 regional goals.

Table 7 draws a comparison between the original regional goals and respective objectives to the three county 2030 or 2035 LRTP objectives. In some instances, where goals matched one another, their defining objectives did not. Objectives highlighted in **bold** were those that were most consistent and found to be quantifiable for performance measurement purposes. Table 8 summarizes the proposed 2035 regional goals and objectives.

**NOTE: THE TABLE COMPARISONS WERE PREPARED DURING THE DEVELOPMENT OF THE LOCAL LRTP GOALS, OBJECTIVES AND MEASURES OF EFFECTIVENESS. THEREFORE, THE GOM'S IN THE TABLE COMPARISONS WILL NOT BE AN EXACT MATCH OF THE FINAL GOM'S THAT EACH MPO INCLUDES IN THEIR 2035 LRTP'S.**



**Table 5** Regional Goals Overview

Original Regional Goals	SAFETEA-LU Planning Factors	Palm Beach 2030 Goals	Broward County 2035 Goals	Miami-Dade County 2035 Goals
1. Improve Regional Transportation Systems and Travel	7.Promote efficient system management and operation 8. Emphasize the preservation of the existing transportation system	1. (Intermodal): The Plan will effectively address the integration of land, water, and air modes of transportation, and associated intermodal facilities into a cohesive intermodal system 2. (Alternative Modes): The plan will consider effective alternative modes of transportation to the single occupant vehicle (SOV) 3. (Highways): The plan will provide highway corridor capacity for the safe, effective, and efficient movement of people and goods	1. A balanced, multi-modal transportation system that serves the local and regional movement of people, freight and services, and that encourages travel by public transit.	1. Improve Transportation Systems and Travel 6. Enhance the Integration and Connectivity of the Transportation System, across and Between Modes, for People and Freight 8. Maximize and Preserve the Existing Transportation System
2. Support Regional Economic Vitality	1.Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	4. (Economics/Finance): The plan will be financially feasible and develop multimodal facilities and services that support economic development	None identified	4. Support Economic Vitality
3. Enhance Regional Social Benefits	4.Increase the accessibility and mobility of people and for freight	6. (Environmental and Social Resources): The plan will preserve, and wherever possible, enhance the communities' social and environmental resources	None identified	None identified
4. Mitigate Regional Environmental Impacts	5.Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	6. (Environmental and Social Resources): The plan will preserve, and wherever possible, enhance the communities' social and environmental resources	5. Promote a transportation system that protects the environment and the quality of life for the community.	5. Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation
5. Integrate Regional Transportation with Land Use and Development Considerations	6.Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	1. (Intermodal): The Plan will effectively address the integration of land, water, and air modes of transportation, and associated intermodal facilities into a cohesive intermodal system 5. (Growth Relations): The plan will be supportive and consistent with Land Use and Growth Management regulations 8. (Regional Transportation Planning): The plan will coordinate with other transportation plans in the region and promote transportation and land use activities in support of regional travel	2. A regionally coordinated transportation system that improves intermodal connectivity 4. Preserve and maintain existing transportation facilities, while improving the relationship between public transit and land use development.	6. Enhance the Integration and Connectivity of the Transportation System, across and Between Modes, for People and Freight
6. Optimize Sound Regional Investment Strategies	None identified	None identified	None identified	7. Optimize Sound Investment Strategies for System Management and Operation
7. Provide for a safer and more secure transportation system for residents, businesses and visitors	2.Increase the safety of the transportation system for motorized and nonmotorized users 3. Increase the security of the transportation system for motorized and nonmotorized users	7. (Safety and Security): The plan will improve the safety and security of the transportation system	3. Improve and maintain a safe transportation system that provides increased security for all of its users.	2. Increase the Safety of the Transportation System for Motorized and Non-Motorized Users 3. Increase the Security of the Transportation System for Motorized and Non-Motorized Users
<i>Local LRTP goals not comparable to Regional goals</i>	None identified	9. (Plan Development Process): The Plan will adhere to the mandated Plan development process.	None identified	None identified



2035 Regional Goals Summary/Recommendations

Table 6 summarizes the proposed 2035 regional goals and associated transportation themes. Below are highlights of the changes.

- All SAFETEA-LU planning factors are met under the original and revised regional goals.
- The local goals are compatible with the regional goals; conflict does not exist.
- Regional goal #1 “Improve Regional Transportation Systems and Travel” may be enhanced by incorporating language emphasizing multimodalism.
- Regional goal #2 “Support Regional Economic Vitality” and regional goal #3 “Enhance Regional Social Benefits” are subjective and are not consistently defined throughout the region. It is recommended that these two goals remain but be combined into one goal. Objectives and measures of effectiveness identified should be clear and measurable using readily available data.
- Regional goal #4 “Mitigate Regional Environmental Impacts” language should be strengthened to reflect SAFETEA-LU and county goals.
- Regional goal #6 “Optimize Sound Regional Investment Strategies” has only been identified by Miami-Dade County locally and is not presented in the SAFETEA-LU planning factors. It is recommended that this goal be removed from the revised 2035 regional goals. Financial feasibility is not a goal but a requirement to develop a cost feasible plan as an outcome of the long range planning effort.
- Similar to Palm Beach County, including one or two-word themes per goal is helpful to ensuring clarity and organization. The themes recommended for the 2035 regional goals and objectives are “Congestion Management”, “Accessibility”, “Environment”, “Connectivity”, and “Safety”. Consideration of both the highway and transit modes are a common theme of all three county’s GOM’s and should be woven throughout all regional goals and objectives via measures of effectiveness identification.

**Table 6** 2035 Proposed Regional Goals

Goals	Themes (Highway/Transit)
1. Improve Regional Transportation Systems and Travel across and Between Modes, for People and Freight	Congestion Management
2. Support Regional Economic Vitality and Enhance Regional Social Benefits	Accessibility
3. Protect and Enhance the Region's Environment	Environment
4. Integrate Regional Transportation with Land Use and Development Considerations	Connectivity
5. Provide for a safer and more secure transportation system for the regions residents, businesses and visitors	Safety



**Table 7** Regional Objectives Overview

Original Regional Goals	Original Regional Objectives	Palm Beach 2030 Objectives	Broward County 2030 Objectives	Miami-Dade County 2035 Objectives
1. Improve Regional Transportation Systems and Travel	<p>1.1 Provide adequate capacity for regional travel demands.</p> <p>1.2 Improve transportation facilities' and services' regional connectivity.</p>	<p>1.1 The transportation system will provide safe and efficient movement of freight and people via the highway, airport, seaport, and railroads, with improved accessibility to the intermodal facilities on the Strategic Intermodal System (SIS)</p> <p>1.2 The Plan will Preserve the existing transportation facilities and use existing transportation facilities more efficiently.</p> <p>2.1 Alternative forms of transportation will be considered as part of the systematic approach to congestion management.</p> <p>2.2 Operational, commuter alternative, and demand management strategies to reduce demand and increase vehicle occupancy rates will be implemented within the Plan.</p> <p>2.3 Alternative forms of transportation will be considered during allocation of Enhancement Funds</p> <p><b>2.4 The Plan will consider, promote, improve, and increase, as appropriate, the use of transit as a viable alternative form of transportation</b></p> <p>2.5 The Plan will consider the enhancement and protection of the existing and future bicycle and pedestrian systems</p> <p><b>3.1 The Plan will consider the need to relieve congestion and prevent congestion from occurring where it does not yet occur.</b></p> <p><b>3.2 The capacity of the existing highway system will be optimized through the implementation of transportation system management (TSM) and transportation demand management projects (TDM) projects</b></p> <p>3.3 The Plan will consider the connectivity of roads with other adjacent urbanized areas</p> <p>3.4 Congestion management strategies which systematically consider appropriate TSM and TDM techniques will be identified for implementation</p> <p>3.5 The Plan will Consider traffic circulation improvements throughout the network which provide east-west arterials connecting the major highways running north-south for the purpose of increasing the flow of traffic around major activity centers</p> <p>3.6 The Plan will support implementing Intelligent Transportation System (ITS) on major highways in the network</p> <p>3.7 The Plan will consider the need to increase efficiency on the FIHS</p>	<p>1.1 Provide efficient, frequent, convenient, competitive transit service</p> <p>1.2 Enhance bicycle and pedestrian mobility</p> <p>1.3 Enhance accessibility to FIHS</p> <p><b>1.4 Improve Connectivity to SIS and intermodal facilities</b></p> <p>1.5 Examine the provision and utilization of special-use lanes</p> <p>1.6 Improve port and airport accessibility</p> <p><b>1.7 Minimize road traffic congestion</b></p> <p>1.8 Provide efficient hurricane evacuation routes</p> <p>1.9 Provide efficient truck routes</p>	<p>1.1 Improve accessibility to major health care, recreation, education, employment and cultural facilities</p> <p>1.2 Enhance mobility for people and freight</p> <p><b>1.3 Reduce Congestion</b></p> <p>1.4 Maximize multimodal travel options and provide travel choices</p> <p>1.5 Fill transit service gaps</p> <p>1.6 Promote transit reliability</p> <p>1.7 Improve transportation facilities' and services' regional connectivity</p> <p>1.8 Include provisions for non-motorized modes in new projects and in reconstructions</p> <p>1.9 Promote new non-motorized (bicycle, pedestrian, greenways) projects</p> <p>1.10 Increase reverse commute opportunities for disadvantaged communities</p> <p>1.11 Promote transportation improvements that provide for the needs of the elderly and disabled</p> <p>1.12 Improve transit services that provide access to educational facilities</p> <p><b>6.1 Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities</b></p> <p>6.2 Provide multi-modal options consistent with the local government comprehensive plan</p> <p><b>6.3 Facilitate connections between transportation modes</b></p> <p>6.4 Improve goods movement by enhanced intermodal access and other infrastructure that serve major freight origins and destinations in Miami-Dade County</p> <p>6.5 Improve freight movement operations and reliability by promoting expedient and cooperative practices across all modes</p> <p><b>8.1 Continue to examine the provision and utilization of special-use lanes on the existing system</b></p> <p>8.2 Identify and implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system</p> <p>8.3 Identify and reserve corridors and right-of-way (on roadways, railways, and waterways) for future transportation facilities and services</p> <p>8.4 Expand the use of Transportation Demand Management (TDM) strategies</p>
2. Support Regional Economic Vitality	<p>2.1 Increase access to regionally significant employment areas and sites.</p> <p>2.2 Enhance access to intermodal facilities for tourists, passengers and goods.</p>	<p>4.1 The Plan will incorporate existing and alternative federal, state, and local revenue sources that are reasonably available to develop a financially feasible multimodal plan including both capital and operating costs</p> <p>4.2 The Plan will identify the need for and magnitude of alternative funding sources for Palm Beach County</p>	None identified	<p>4.1 Increase access to employment and sites</p> <p>4.2 Enhance tourist travel and access opportunities</p> <p><b>4.3 Increase and improve passenger and good access to airports and seaports</b></p> <p><b>4.4 Augment multimodal access to major activity centers</b></p> <p><b>4.5 Enhance the efficient movement of freight and goods</b></p> <p>4.6 Implement projects that support economic development and redevelopment areas</p>

NOTE: Objectives highlighted in **bold** were those that were most consistent and found to be quantifiable for performance measurement purposes.



Original Regional Goals	Original Regional Objectives	Palm Beach 2030 Objectives	Broward County 2030 Objectives	Miami-Dade County 2035 Objectives
3. Enhance Regional Social Benefits	3.1 Provide equitable and environmentally-just travel facilities and services. 3.2 Increase accessibility to major health care, recreation, education, and cultural facilities. 3.3 Improve techniques for the management of auto/truck conflict.	6.1 The Plan will be sensitive to preserving the quality of the environment and in responding to air quality and energy conservation 6.2 The Plan will support community social values by developing facilities that are user friendly and multimodal 6.3 Disruption to established communities, activity centers, redevelopment areas, and infill areas will be minimized 6.4 The requirements of EPA conformity regulations will be addressed 6.5 The needs of that portion of the population considered low income and/or traditionally underserved will be considered 6.6 The Plan will identify the transportation services available to meet the needs of the transportation disadvantaged population in Palm Beach County	None identified	None identified
4. Mitigate Regional Environmental Impacts	4.1 Minimize environmental impacts of transportation facilities, services, and operations.	6.1 The Plan will be sensitive to preserving the quality of the environment and in responding to air quality and energy conservation 6.2 The Plan will support community social values by developing facilities that are user friendly and multimodal 6.3 Disruption to established communities, activity centers, redevelopment areas, and infill areas will be minimized 6.4 The requirements of EPA conformity regulations will be addressed 6.5 The needs of that portion of the population considered low income and/or traditionally underserved will be considered 6.6 The Plan will identify the transportation services available to meet the needs of the transportation disadvantaged population in Palm Beach County	5.1 Develop facilities that meet aesthetic standards and minimize impact of facilities and services on the environment 5.2 Incorporate Federal Environmental Justice principles in planning activities to ensure maximum representation for traditionally under-represented and minority populations	5.1 Minimize and mitigate air and water quality impacts of transportation facilities, services, and operations 5.2 Reduce fossil fuels use <b>5.3 Promote projects that support urban infill and densification</b> 5.4 Minimize adverse impacts to established neighborhoods 5.5 Promote transportation improvements that are consistent with adopted comprehensive development master plans 5.6 Prioritize funding to favor intra-urban (within UDB) improvements 5.7 Promote the use of alternative vehicle technologies 5.8 Apply transportation and land use planning techniques, such as transit-oriented development, that support intermodal connections and coordination

NOTE: Objectives highlighted in **bold** were those that were most consistent and found to be quantifiable for performance measurement purposes.



Original Regional Goals	Original Regional Objectives	Palm Beach 2030 Objectives	Broward County 2030 Objectives	Miami-Dade County 2035 Objectives
5. Integrate Regional Transportation with Land Use and Development Considerations	<p>5.1 Provide for linkage of urban centers and intermodal facilities in the region.</p> <p>5.2 Endorse transportation improvement projects that improve sustainability.</p> <p>5.3 Promote transit-oriented development (TOD).</p> <p>5.4 Promote efficient transportation access to key regional, industrial and commercial areas.</p>	<p>1.1 The transportation system will provide safe and efficient movement of freight and people via the highway, airport, seaport, and railroads, with improved accessibility to the intermodal facilities on the Strategic Intermodal System (SIS)</p> <p>1.2 The Plan will Preserve the existing transportation facilities and use existing transportation facilities more efficiently.</p> <p>5.1 The Plan will be consistent with the County's ROW Thoroughfare Identification Map to ensure sufficient space for roadway improvements, transit improvements, and other alternative modes of transportation</p> <p>5.2 The Plan will support an advanced ROW acquisition program for future planned improvements where economically advantageous</p> <p>5.3 The Plan will support urban infill and redevelopment consistent with land development regulations east of I-95</p> <p>5.4 The Palm Beach MPO will work with the Palm Beach County Biotech Research Park to coordinate transportation and land use in the area</p> <p>5.5 The Plan will encourage transit-supportive land use decisions throughout Palm Beach County</p> <p>5.6 The Plan will review the existing transit system in coastal communities to promote more efficient urban development</p> <p>5.7 The Plan will reflect current and future land use plans and respond to significant changes in these plans</p> <p><b>8.1 The Plan will provide for linkage of urban centers and intermodal facilities in the region</b></p> <p>8.2 The Plan will provide adequate capacity for regional travel demands</p> <p>8.3 The Plan will coordinate the scale and timing of regional connections</p>	<p>2.1 Support an integrated and collaborative land use and transportation planning process that ensures the community can develop in an efficient and sustainable way</p> <p>2.2 Provide a transportation system that is coordinated and consistent with agency plans of Broward County, its communities and neighbors</p> <p>2.3 Implement transportation improvement projects in a manner coordinated with orderly development within the County</p> <p>2.4 The ability to build alternative improvement projects will be evaluated during the plan development process</p> <p>4.1 Sustain transportation facility maintenance program</p> <p>4.2 Ensure transportation system plan costs are affordable within anticipated funding levels</p> <p>4.3 Incorporate innovative, cost-effective technologies</p>	<p><b>6.1 Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities</b></p> <p>6.2 Provide multi-modal options consistent with the local government comprehensive plan</p> <p><b>6.3 Facilitate connections between transportation modes</b></p> <p>6.4 Improve goods movement by enhanced intermodal access and other infrastructure that serve major freight origins and destinations in Miami-Dade County</p> <p>6.5 Improve freight movement operations and reliability by promoting expedient and cooperative practices across all modes</p>
6. Optimize Sound Regional Investment Strategies	<p>6.1 Optimize use of existing funding sources.</p> <p>6.2 Identify new funding sources.</p>	None identified	None identified	<p>7.1 Optimize benefits of capital expenditures</p> <p>7.2 Optimize operations and maintenance expenses</p> <p>7.3 Optimize applications of People's Transportation Plan funding</p> <p>7.4 Maximize use of private sector funding sources</p> <p>7.5 Maximize use of State and Federal funding sources</p> <p>7.6 Promote local improvement projects within the systems improvement context</p>
7. Provide for a safer and more secure transportation system for residents, businesses and visitors	<p>7.1 Ensure that evacuation plans for disasters are in place and up-to-date.</p> <p>7.2 Consider and improve the safety and security of seaports, transit, and airport facilities.</p>	<p>7.1 Security of public transit services will be monitored and, if necessary, improved through appropriate design concepts and programs</p> <p>7.2 The Plan will consider, improve, and increase the transit safety to and from stops</p> <p>7.3 The Plan will ensure that evacuation plans for natural and man-made disasters are in-place and up-to-date</p> <p>7.4 The Plan will consider and improve safety and security of seaports, rail, and public airport facilities</p>	3.1 Improve safety and security for all transportation modes	<p><b>2.1 Improve safety on facilities and in operations</b></p> <p><b>2.2 Reduce roadway and multi-modal crashes</b></p> <p>2.3 Increase safety at transit stops and intermodal stations and connections</p> <p>2.4 Implement safe route to schools</p> <p><b>3.1 Enhance the capacity of evacuation corridors</b></p> <p>3.2 Improve transportation security for facilities and in operations</p> <p>3.3 Ensure transportation options are available during emergency evacuations for the elderly and persons with disabilities</p> <p>3.4 Ensure security at ports, airports, and major intermodal centers/terminals</p>

NOTE: Objectives highlighted in **bold** were those that were most consistent and found to be quantifiable for performance measurement purposes.



2035 Regional Objectives Summary/Recommendations

Table 8 summarizes the proposed 2035 regional goals and associated transportation themes. Below are highlights of the changes.

- General: In some instances, county goals were found comparable to a regional goal, but their objectives were not (i.e., regional goal #5 “Integrate Regional Transportation with Land Use and Development Considerations” is comparable with Broward County’s goal #4 “Preserve and maintain existing transportation facilities, while improving the relationship between public transit and land use development”. However, the Broward County objectives were not comparable to the regional objectives.
- Goal #1 Objectives: The original goal #1 objectives focus on capacity and facility connections. It is recommended that the language be strengthened for this objective: “Provide adequate capacity for regional travel demands”. The word adequate is subjective. In addition, the second original objective under goal #1 “Improve transportation facilities’ and services’ regional connectivity” is too broad and should be refined.
- Goal #2 Objectives: As discussed under regional goals, it is recommended that original goals #2 and #3 be combined; therefore, it is recommended the objectives also be combined. Upon review, the original objectives may produce subjectivity and immeasurable performance. It is recommended that the language be refined to eliminate subjectivity and that only objectives which can be measured from a regional transportation standpoint be included. Miami-Dade County objectives were seen as meeting these recommendations.
- Goal #3 Objectives: The original objective “Minimize environmental impacts of transportation facilities, services, and operations” is not quantifiable and the data which could be used to measure this objective is not readily available for all regional projects. Miami-Dade County has identified objectives that are consistent with the other Counties and are also quantifiable.
- Goal #4 Objectives: The original objectives for the goal “Integrate regional transportation with land use and development considerations” should be refined to focus on connectivity across modes and key regional areas. This goal is discussed often through the region and can be difficult to quantify and measure. Interaction with the regional transportation authority and local transit agencies will be necessary to identify readily available data and functional performance measures.
- Goal #5 Objectives: The current objectives “Ensure that evacuation plans for disasters are in place and up-to-date.” and “Consider and improve the safety and security of seaports, transit, and airport facilities.” cannot be easily quantified and measured. Additionally the language presented is subjective. It is recommended that the objectives under safety and security be refined to eliminate subjectivity and to provide measurable means. In addition, security must be planned and enforced through local agencies and organizations. The regional goal supports this but cannot implement or measure it.

**Table 8** 2035 Proposed Regional Goals and Objectives

Theme		Goal	Objective
Sustainability	Economic Vitality	1 Provide an Efficient and Reliable Transportation System for Regional Passenger and Freight Operations	1.1 Preserve and expand the existing regional transportation system capacity to support passenger and freight operations
			1.2 Maximize existing system capacity through increased highway and/or transit capacity, tolling, implementation of TSM, and ITS strategies and technologies
		2 Provide Multimodal Access to Major Regional Passenger and Freight Activity Centers	2.1 Provide competitive travel times
			2.2 Increase mode choice for regional travel
			2.3 Provide efficient regional routes for freight goods movement to and from regional freight hubs and destinations
		3 Provide an Integrated Multimodal Transportation System Throughout the Region	3.1 Increase multimodal connections between regional Origin-Destination (O-D) pairs
	Environment	4 Protect the Region's Environment	4.1 Improve air quality and minimize air pollution (via alternative vehicle technologies, increased mode split, decreased travel delay time, etc.)
			4.2 Reduce greenhouse gas emissions
			4.3 Protect the natural environment and historic areas
	Safety and Security	5 Provide for a Safer and More Secure Transportation System for the Regions Residents, Businesses and Visitors	5.1 Preserve and enhance the capacity of regional evacuation corridors (security)
			5.2 Reduce fatal and injury crashes on regional roads (safety)
	Quality of Life	6 Preserve and Enhance the Quality of Life and Promote Energy Conservation	6.1 Promote projects that support urban infill and densification
			6.2 Prioritize funding to favor intra-urban (within UDB) improvements
			6.3 Promote the use of alternative vehicle technologies



## MEASURES OF EFFECTIVENESS

The following measures of effectiveness shown in Table 9 were developed in conjunction with the goals and objectives. The purpose of the measures is to identify ways in which the goals and objectives can be measured and monitored based on quantifiable data.

**Table 9** 2035 Regional Measures of Effectiveness

Objective		Measure of Effectiveness (MOE)	
1.1	Preserve and expand the existing regional transportation system capacity to support passenger and freight operations	1.1.1	Miles of new highway capacity, new transit revenue hours of service, increased capacity of freight hubs
1.2	Maximize existing system capacity through increased highway and/or transit capacity, tolling, implementation of TSM, and ITS strategies and technologies	1.2.1	% decrease of auto-transit travel in congestion
		1.2.2	% decrease in person hours of delay per capita (by mode)
2.1	Provide competitive travel times	2.1.1	Comparison to similar cities
2.2	Increase mode choice for regional travel	2.2.1	Increase transit coverage to TSA's
2.3	Provide efficient regional routes for freight goods movement to and from regional freight hubs and destinations	2.3.1	% decrease in travel time from regional corridor to freight destinations
3.1	Increase multimodal connections between regional Origin-Destination (O-D) pairs	3.1.1	Increase in the # of multimodal connections between O-D pairs
4.1	Improve air quality and minimize air pollution (via alternative vehicle technologies, increased mode split, decreased travel delay time, etc.)	4.1.1	% decrease in emissions
4.2	Reduce greenhouse gas emissions	4.2.1	% decrease in CO <sub>2</sub> emissions
4.3	Protect the natural environment and historic areas	4.3.1	ROW impact to the protected natural environment and/or historic areas
5.1	Preserve and enhance the capacity of regional evacuation corridors (security)	5.1.1	% increase in capacity
5.2	Reduce fatal and injury crashes on regional roads (safety)	5.2.1	Decrease in fatal crashes
		5.2.2	Decrease in injury crashes
6.1	Promote projects that support urban infill and densification	6.1.1	Geographic location
6.2	Prioritize funding to favor intra-urban (within UDB) improvements	6.2.1	Geographic location
6.3	Promote the use of alternative vehicle technologies	6.3.1	SECO annual meeting attendance



## **2035 REGIONAL GOM'S PUBLIC INVOLVEMENT SUMMARY**

At each local County LRTP workshop, citizen feedback was requested on the draft regional GOM's shown in Table 1. Citizens were asked to rank the goals and objectives from most important (#1) to least important (#7). Additionally, the public was given the opportunity to suggest goals and objectives that are currently not included. Upon the completion of the Palm Beach workshops, a summary will be prepared and revisions to the Regional GOM's will be made if necessary. Currently, the Broward and Miami-Dade County citizen feedback is consistent with the proposed regional goals and objectives (specifically, better connectivity between major origin and destination hubs and improved transit systems were highlighted).

**Section 4**  
Conclusions

## Conclusions

Table 10 summarizes the final 2035 Regional GOM's.

**Table 10** 2035 Regional Goals, Objectives, and Measures of Effectiveness

Theme		Goal	Objective	Potential Measure of Effectiveness (MOE)
Sustainability	Economic Vitality	1 Provide an Efficient and Reliable Transportation System for Regional Passenger and Freight Operations	1.1 Preserve and expand the existing regional transportation system capacity to support passenger and freight operations	1.1.1 Miles of new highway capacity, new transit revenue hours of service, increased capacity of freight hubs
			1.2 Maximize existing system capacity through increased highway and/or transit capacity, tolling, implementation of TSM, and ITS strategies and technologies	1.2.1 % decrease of auto-transit travel in congestion 1.2.2 % decrease in person hours of delay per capita (by mode)
		2 Provide Multimodal Access to Major Regional Passenger and Freight Activity Centers	2.1 Provide competitive travel times	2.1.1 Comparison to similar cities
			2.2 Increase mode choice for regional travel	2.2.1 Increase transit coverage to TSA's
			2.3 Provide efficient regional routes for freight goods movement to and from regional freight hubs and destinations	2.3.1 % decrease in travel time from regional corridor to freight destinations
		3 Provide an Integrated Multimodal Transportation System Throughout the Region	3.1 Increase multimodal connections between regional Origin-Destination (O-D) pairs	3.1.1 Increase in the # of multimodal connections between O-D pairs
	Environment	4 Protect the Region's Environment	4.1 Improve air quality and minimize air pollution (via alternative vehicle technologies, increased mode split, decreased travel delay time, etc.)	4.1.1 % decrease in emissions
			4.2 Reduce greenhouse gas emissions	4.2.1 % decrease in CO <sub>2</sub> emissions
			4.3 Protect the natural environment and historic areas	4.3.1 ROW impact to the protected natural environment and/or historic areas
	Safety and Security	5 Provide for a Safer and More Secure Transportation System for the Regions Residents, Businesses and Visitors	5.1 Preserve and enhance the capacity of regional evacuation corridors (security)	5.1.1 % increase in capacity
			5.2 Reduce fatal and injury crashes on regional roads (safety)	5.2.1 Decrease in fatal crashes
				5.2.2 Decrease in injury crashes
	Quality of Life	6 Preserve and Enhance the Quality of Life and Promote Energy Conservation	6.1 Promote projects that support urban infill and densification	6.1.1 Geographic location
			6.2 Prioritize funding to favor intra-urban (within UDB) improvements	6.2.1 Geographic location
			6.3 Promote the use of alternative vehicle technologies	6.3.1 SECO annual meeting attendance

NOTES: Pedestrian/bicycle modes are not included in the Regional Long Range Transportation Plan (LRTP). These modes are assessed at the local LRTP level.

ACRONYMS

TSM=Transportation System Management  
ITS=Intelligent Transportation Systems

TSA=Transit Supportive Area, Areas where mixed-use development occurs and the development is served by transit station or stop within 1/4 mile walk for bus and 1/2 mile for rail from development  
SECO=State Energy Conservation Office



**Section 5**  
References

## References

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