

2045

# FLORIDA

## Transportation Plan

### POLICY ELEMENT

**DRAFT**

DECEMBER 2020



# FOUR ELEMENTS OF THE FLORIDA TRANSPORTATION PLAN



**Vision Element** (May 2020) defines Florida's long-term transportation vision and goals for the next 25 years and beyond

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**Policy Element** (December 2020) describes objectives and strategies to guide transportation partners statewide in accomplishing the vision and goals

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**Performance Element** (December 2020) reports how our system performs on key measures of safety, asset condition, and mobility

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**Implementation Element** (2021) details how we will work toward implementation and track progress over the next five years

# INTRODUCTION > FTP POLICY ELEMENT

## **Transportation in Florida is changing.**

Innovations, emerging technologies, and new business practices are creating new forms of travel – from scooters and e-bikes to driverless cars to commercial space transport – while also making it easier for Floridians to work, shop, learn, and interact without travel. These innovations create the potential for a future with zero transportation fatalities, reliable travel times, seamless mobility, and universal accessibility for all residents and visitors.

At the same time, we face increasing challenges in meeting the mobility needs of one of the nation’s fastest growing states. Our diverse population – from seniors to lower-income residents to persons with disabilities – has diverse mobility needs. Our economy relies on mobility for workers, visitors, and goods. We face increasing risks and disruptions – from economic cycles to climate change – and resources for future transportation improvements are limited and uncertain.

### ***The world is changing but our vision is clear.***

*Our transportation vision for Florida in 2045 is for a safe, secure, agile, resilient, quality, connected, efficient, and reliable transportation system that provides affordable and convenient choices and strengthens our economy, communities, and environment.*

|                                      |           |
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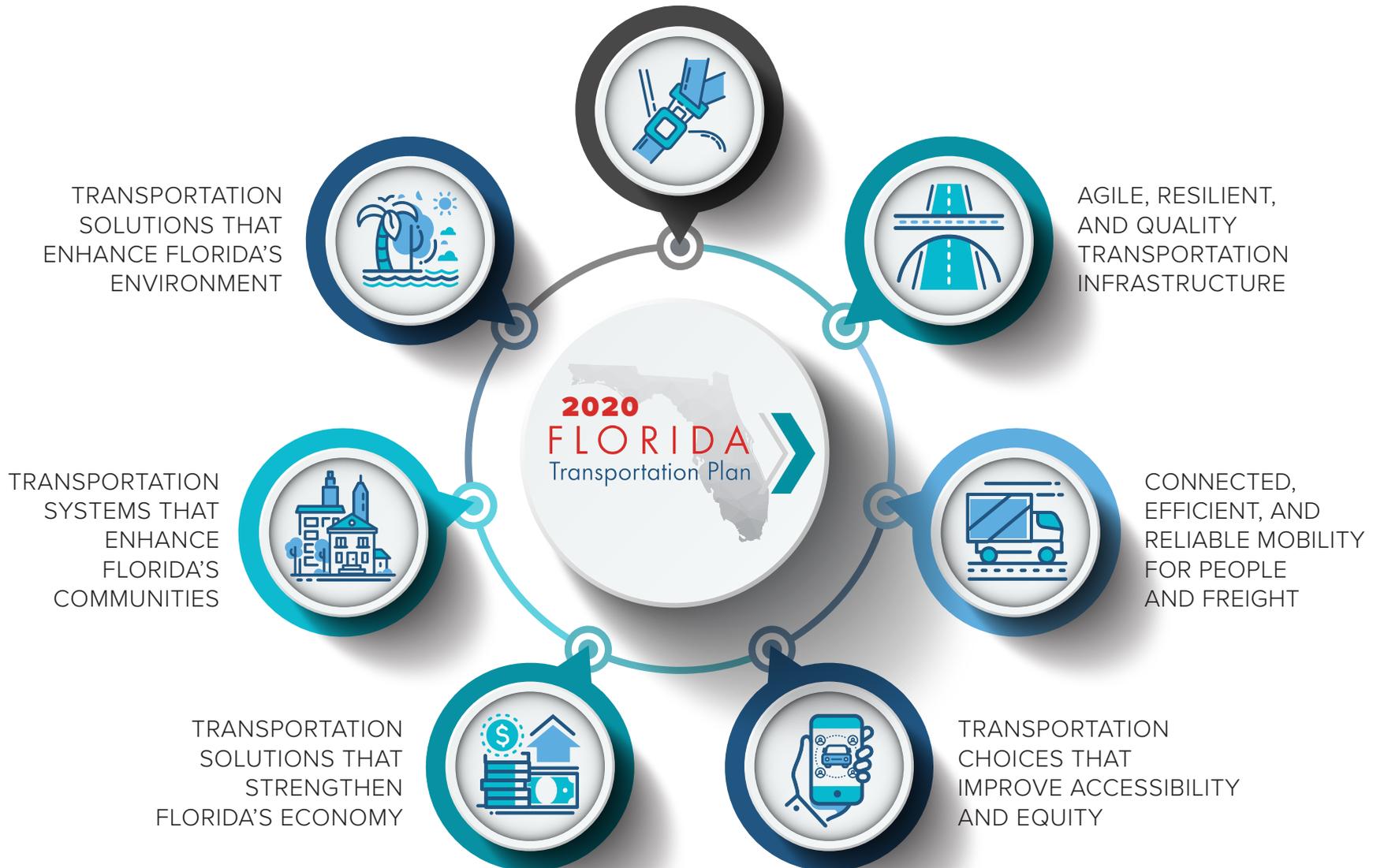
The Florida Transportation Plan (FTP) is the single overarching plan guiding Florida’s transportation future. Updated every five years, the FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors.

The Policy Element, the core of the FTP, defines goals, objectives, and strategies to guide the Florida Department of Transportation (FDOT) and partners as we develop and implement policies, plans, and programs. It provides the blueprint for how we move toward our vision.

# SETTING THE STAGE > OUR VISION AND GOALS

Through this FTP update, we are embracing a vision of how our transportation system meets the changing needs of our state. This vision is focused on seven interrelated goals for Florida's transportation future.

SAFETY AND SECURITY FOR  
RESIDENTS, VISITORS, AND BUSINESSES



# SETTING THE STAGE **▶ OUR VISION AND GOALS**

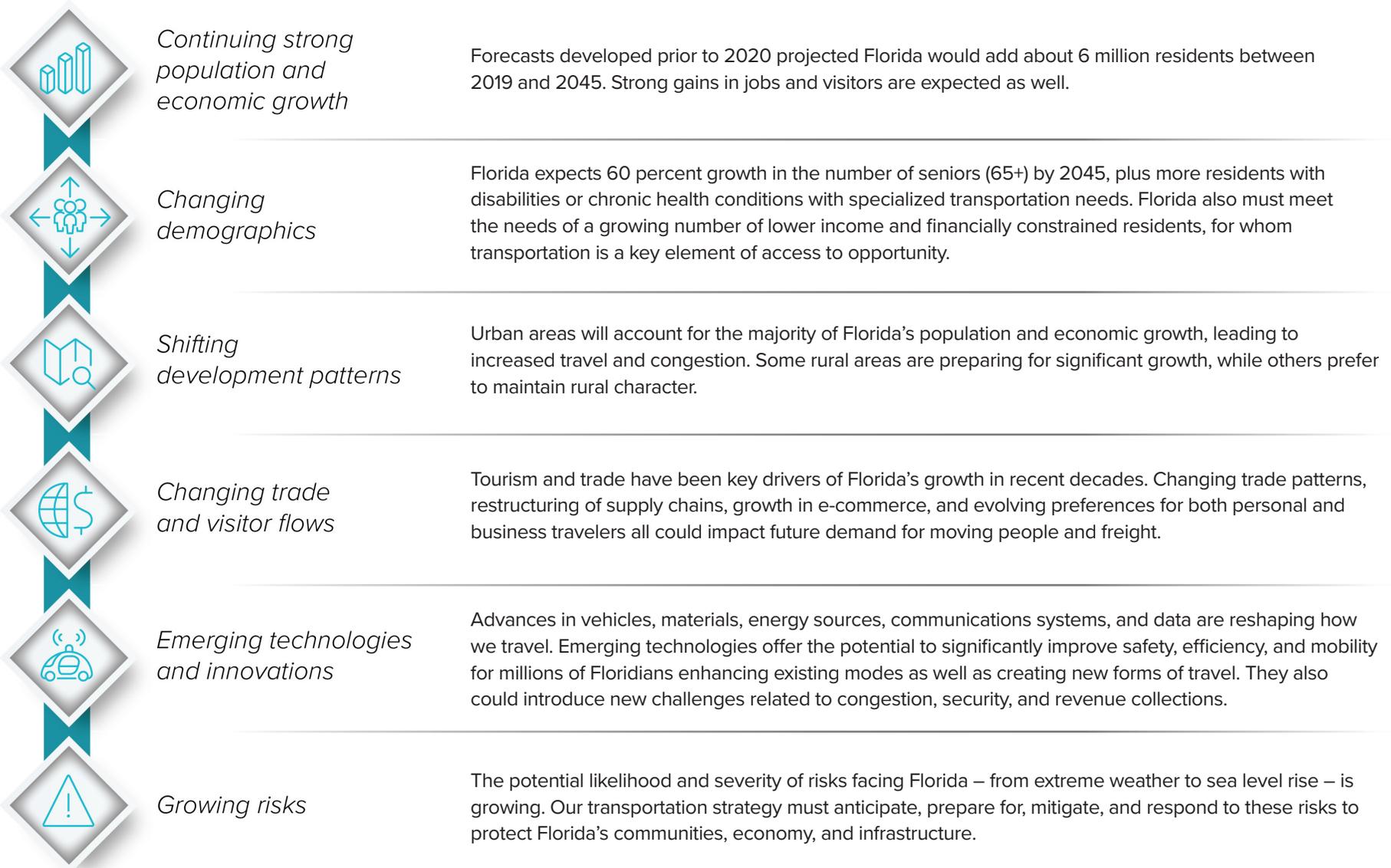
The FTP Policy Element focuses on how we can work together to accomplish these seven goals. The goals are similar to those identified in prior versions of the FTP, but as our state changes, so too must our approach to meeting our goals. The Policy Element identifies enhanced approaches to build on existing activities related to each goal.

This Policy Element calls for Florida’s transportation partners to reaffirm our primary commitment to safety and security and pursue comprehensive approaches to achieving this goal. It broadens our definition of transportation infrastructure to include supporting technologies and expands our focus beyond maintaining infrastructure in good condition to future-proofing infrastructure against existing and emerging risks. It expands our emphasis from improving efficiency of the system to enhancing mobility for people and freight and accessibility for all Floridians. Finally, it calls on all of us to embrace forward-looking planning for how transportation supports a more competitive, resilient, and sustainable state.

| <b>GOALS</b>  | <b>WHERE WE ARE TODAY</b>  | <b>WHERE WE ARE HEADED</b>   |
|---|--|--|
|  <b>SAFETY AND SECURITY</b>        | Focus on 4Es (engineering, education, enforcement, emergency services) of traffic safety to reduce fatalities and injuries | Use emerging technologies and address land use and socioeconomic factors to improve safety and security for all modes  |
|  <b>INFRASTRUCTURE</b>             | Maintain existing facilities in a state of good repair; focus on physical infrastructure                                   | Evaluate and adapt infrastructure to become more resilient to risks and take advantage of innovations; expand definition of infrastructure to include technology |
|  <b>MOBILITY</b>                   | Focus on increasing system efficiency and reducing delay   | Prioritize the movement of people and freight; accelerate new technologies and options to increase reliability and service                                       |
|  <b>ACCESSIBILITY AND EQUITY</b> | Expand transportation choices  | Enhance access for all Floridians to jobs, education, health care, and other services, especially for those who need it most                                     |
|  <b>ECONOMY</b>                  | Emphasize global competitiveness and trade   | Support regional and local job creation and investment as well as global commerce; support a more resilient and diverse economy                                  |
|  <b>COMMUNITIES</b>              | Support quality places   | Reflect community visions and values   |
|  <b>ENVIRONMENT</b>              | Minimize impacts of transportation on the environment  | Proactively enhance and restore natural systems for future generations   |

# SETTING THE STAGE > OPPORTUNITIES AND CHALLENGES

The Policy Element focuses on how Florida's transportation partners prepare for and respond to six major trends with the potential to reshape Florida's transportation system. Any one of these trends would create significant opportunities and challenges for Florida. Together, they point to a continued transformation of how we meet the needs of our customers for safe, efficient, and reliable travel.



# SETTING THE STAGE > OPPORTUNITIES AND CHALLENGES

## GROWING INVESTMENT NEEDS

Gaps between available resources and investment needs continue to grow across all levels of government. Transportation funding shortfalls and project backlogs are neither new nor unique to Florida.

There is no single estimate of the gap between transportation investment needs and available funding covering the entire state for all modes. The most recent estimate for Florida's Strategic Intermodal System, developed in 2017, identified tens of billions of dollars in unfunded needs statewide for major highway, rail, urban fixed-guideway transit, airport, seaport, and spaceport facilities – and that does not cover most locally owned systems or all modes.

## CHANGING REVENUE OUTLOOK

Several trends make future transportation revenue sources increasingly uncertain:

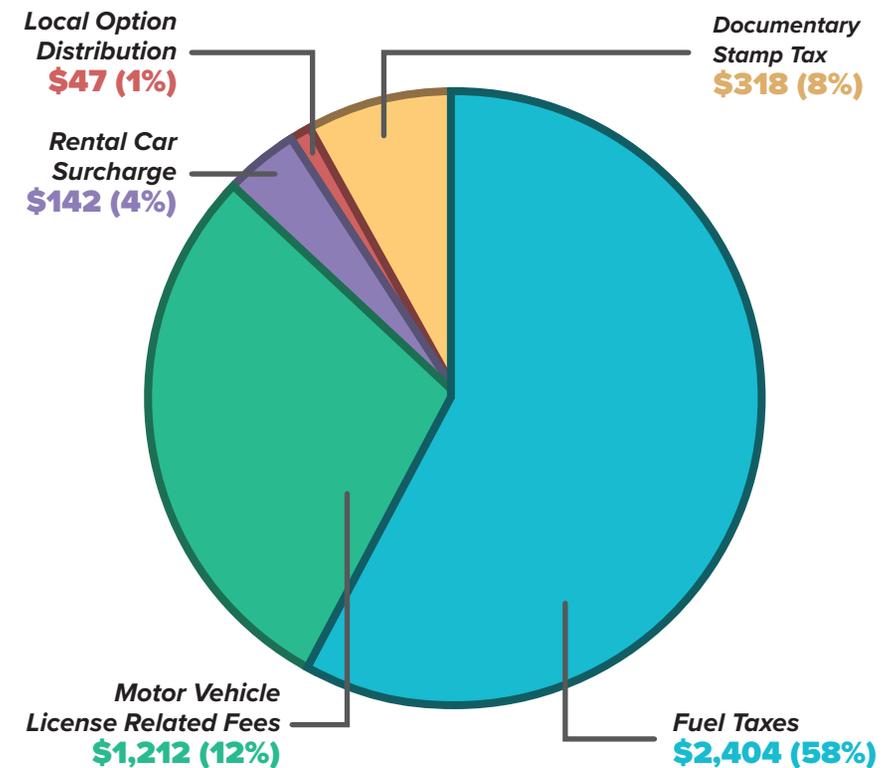
- > The recent decline in travel and economic activity has led to a corresponding short-term decline in motor fuel purchases, toll collections, transit fares, sales taxes, and other transactions that help fund transportation in Florida and other states. Some of these recent trends may represent long-term shifts in customer activity.
- > The federal government is reconsidering its role in transportation with the federal Highway Trust Fund anticipated to run out of funds in the next few years without a revenue increase, based on current Congressional Budget Office projections.
- > Increases in fuel efficiency, growing use of electric and other alternative fuel vehicles, and shifts from driving to other modes are eroding the motor fuel tax, which today is the primary source of transportation funding at the state and federal levels.

With rapid changes in population, economy, and technology, our transportation needs and solutions will evolve over the next 25 years. The funding gap may change due to these innovations -- but Florida's ability to accomplish its transportation vision will require sustainable and reliable transportation funding sources at all levels of government.

## EVOLVING WORKFORCE NEEDS

In addition, we face growing concern about the capacity of the state's transportation workforce. Many public agencies must contend with an aging workforce preparing for retirement and constraints on the ability to add new staff. Private sector trucking, rail, and port operators face similar challenges. Florida had identified shortages in transportation construction, logistics, and distribution workforce prior to 2020. Progress toward our transportation vision increasingly may depend on our ability to develop and retain skilled workers.

**STATE TAXES AND FEES DEPOSITED IN STATE TRANSPORTATION TRUST FUND FISCAL YEAR 2019 (AMOUNT IN MILLIONS)**



# BUILDING THE PLAN > OUR PROCESS

## WHAT DO OUR PARTNERS AND CUSTOMERS SAY?

The FTP is a plan for all of Florida, created by, and providing direction to, all partners involved in planning and managing Florida's transportation system.

### Steering Committee

A 36-member Steering Committee guided the FTP update. Convened by FDOT, this committee represents local, regional, state, and federal agencies; all modes of transportation; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system. The Committee met nine times during the planning process.



### Subcommittees

The Steering Committee established three subcommittees to review trends and develop detailed strategies in three areas:

- > Safety;
- > Resilience; and
- > Technology, focusing on automated, connected, electric, and shared vehicles.

These subcommittees, supported by subject matter experts, collectively met 16 times involving 600 attendees. Each subcommittee identified specific strategies that were used to inform the Policy Element and will be the basis of the Implementation Element.



### Partner and Public Involvement

The process also gathered input from a broad range of partners and the public through a statewide visioning session, FDOT's Transportation Planning Exchange (TransPlex) virtual conference, and more than 242 briefings at regularly scheduled or specially convened partner meetings. Together, these events involved more than 12,600 participants.

FDOT expanded virtual engagement with both existing and new partners, placing emphasis on groups representing traditionally underserved populations. FDOT interviewed leadership and staff of, conducted briefings to, and participated in webinars with organizations working with persons with disabilities, seniors, low-income residents, public health issues, housing issues, rural and agricultural communities, and other groups that in the past may not have had significant input in long-range planning activities.

FDOT provided multiple on-line opportunities for input, including a formal survey on values and preferences; comment forms on needs and strategies related to technology, resilience, statewide and regional travel, and regional and local travel; and a virtual on-line workshop experience.

The public input process was augmented by extensive use of the FTP website and social media. FDOT also conducted a 30-day formal public comment period on the draft plan, receiving a total of xx comments from yy members of the public and addressing these in the final plan document.



# BUILDING THE PLAN > OUR PROCESS



## STEERING COMMITTEE

36 MEMBERS  
9 MEETINGS



## THREE SUBCOMMITTEES

16 MEETINGS  
600 ATTENDEES



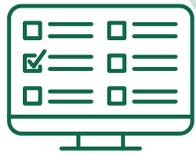
## SOCIAL MEDIA OUTREACH

MORE THAN  
61,000 IMPRESSIONS



## PARTNER BRIEFINGS

242 BRIEFINGS  
WITH MORE THAN  
12,600 ATTENDEES



## VALUES AND PREFERENCES SURVEY

MORE THAN 1,660  
RESPONSES WITH 600  
INDIVIDUAL COMMENTS



## TOPIC SPECIFIC SURVEYS

MORE THAN 220  
RESPONSES TO 4 SURVEYS  
WITH 500 INDIVIDUAL  
COMMENTS



## WEBSITE

AVERAGE OF 1,800 PAGE  
VIEWS/MONTH

## WHAT WE HEARD

- *Improve resilience of our transportation system*
- *Increase efficiency of our systems*
- *Improve traffic safety*
- *Provide diverse travel options*
- *Meet needs of all customers*
- *Use emerging technologies and innovations*

*Note: Information current as of 10/31/20. Some individuals participated in more than one event.*

# BUILDING THE PLAN > OUR PROCESS

Development of the FTP Policy Element also considered several technical questions.

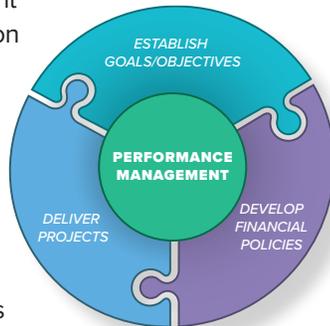
## WHAT DID WE ACCOMPLISH FROM OUR LAST PLAN?

The Steering Committee reviewed the most recent FTP, adopted in 2015, to identify progress on key recommendations and lessons learned from implementation.



## HOW IS OUR SYSTEM PERFORMING TODAY?

FDOT and the Steering Committee reviewed recent trends in the performance of Florida's transportation system, including progress toward statutorily defined goals as well as targets for federally required performance measures developed cooperatively by FDOT, metropolitan planning organizations (MPO), and transit providers. Performance targets for safety, infrastructure condition, and system reliability were affirmed and used to spur discussion about long-term strategies to continue progress toward these objectives.



## WHAT WILL THE FUTURE LOOK LIKE?

The Steering Committee and other participants reviewed trends, uncertainties, and potential disruptors shaping the future of Florida over the next few decades, focusing on technology, resilience, safety, statewide and regional travel, and regional and local travel.



## WHAT ARE OUR PARTNERS PLANNING?

FDOT coordinated with a wide range of partners, including the local governments, authorities, special districts, and private enterprises that own and operate the various elements of Florida's multimodal transportation system. FDOT also reviewed more than 75 plans developed by FDOT, other state agencies, MPOs, regional planning councils (RPC), and other partners to identify challenges, opportunities, and potential solutions. This included review of:

- > **Other statewide transportation plans** including the Strategic Intermodal System (SIS) Policy Plan, Strategic Highway Safety Plan, Transportation Asset Management Plan, Freight Mobility and Trade Plan, and statewide modal plans covering aviation, motor carrier operations, rail, seaports and waterways, and spaceports. This review identified key issues for consideration in the FTP, as well as opportunities for the FTP to guide future plan updates.
- > **Long-range transportation plans** from all 27 MPOs, as well as regional long-range plans developed by groups of MPOs. This review looked for opportunities to advance regional priorities through the FTP and to use the FTP as a resource for future MPO plan updates.
- > **Partner plans** developed by multiple public and private partners to identify opportunities to advance mutual goals.

# BUILDING THE PLAN > OUR PROCESS

## FLORIDA'S TRANSPORTATION SYSTEM

| COMPONENT  | OWNER/OPERATOR                              | FACILITIES  |
|--|---|---|
|  <b>State Highways</b>                | State of Florida                            | <b>12,130</b> centerline miles  |
|  <b>Local Roads</b>                   | Local governments                           | <b>108,690</b> centerline miles   |
|  <b>Other Public Roads</b>            | Federal government, others                  | <b>2,284</b> centerline miles   |
|  <b>Bridges</b>                       | State of Florida, local governments, others | <b>12,529</b> bridges   |
|  <b>Public Transit</b>                | Local governments/agencies                  | <b>30</b> urban fixed route and <b>18</b> rural transit systems   |
|  <b>Bicycle/Pedestrian Facilities</b> | State and local governments                 | <b>7,419</b> miles of bicycle facilities on non-freeway State Highway System<br><b>3,512</b> miles of pedestrian facilities on urban non-freeway State Highway System |
|  <b>Trails</b>                        | State and local governments                 | <b>1,418</b> miles of active high priority paved trail corridors in a statewide system and additional regional and local systems                                      |
|  <b>Rail</b>                         | Private sector and state                    | <b>2,743</b> railway miles (mainline)   |
|  <b>Seaports</b>                    | Local agencies                              | <b>15</b> public seaports   |
|  <b>Waterways</b>                   | Federal and state governments               | <b>1,540</b> miles of navigable intracoastal and inland waterways   |
|  <b>Aviation</b>                    | Local agencies                              | <b>20</b> commercial airports<br><b>109</b> general aviation public use airports<br><b>651</b> private use general aviation airports                                  |
|  <b>Spaceports</b>                  | Special district                            | <b>2</b> spaceports   |

# PREPARING FOR THE FUTURE > OUR STRATEGY FRAMEWORK

The core of the Policy Element is a set of goals, objectives, and strategies to guide transportation decision making by statewide, regional, and local partners. This Policy Element differs from prior plans in three important ways:

- > Considers all **goals** and **objectives** as an integrated set, with more attention to strategies that could help accomplish multiple goals.
- > Defines specific **progress indicators** Florida will use to track progress toward the goals and objectives, including performance measures required by federal law.
- > Shifts from a comprehensive list of dozens of detailed strategies to a short list of 12 **strategies** that are anticipated to make the greatest gain toward our goals during the next five years, including the critical role of transportation funding, investments, and other resources.

## OBJECTIVES

The FTP Policy Element defines 15 **objectives** to support the seven long-range goals. The objectives are intended as measurable outcomes to help define and track progress toward the long-range goals.

Prior plans generally portrayed each objective supporting a specific goal. This Policy Element describes the 15 objectives as collectively supporting all seven goals, recognizing some objectives such as improving connectivity or accessibility have multiple dimensions cutting across multiple goals.



# PREPARING FOR THE FUTURE > OUR STRATEGY FRAMEWORK

## PROGRESS INDICATORS

The **progress indicators** help measure our advancement toward the objectives and goals, enabling Florida to identify and track outcomes over time. The indicators also function as signposts and can help identify areas where Florida’s transportation partners may need to adapt strategies or shift priorities over time to continue to make progress toward the state’s long-range vision.

The indicators include measures currently reported by FDOT, MPOs, transit agencies, and other partners – often in response to state or federal performance management requirements. The list also includes indicators that could be developed during the next five years to help us more fully assess our progress.

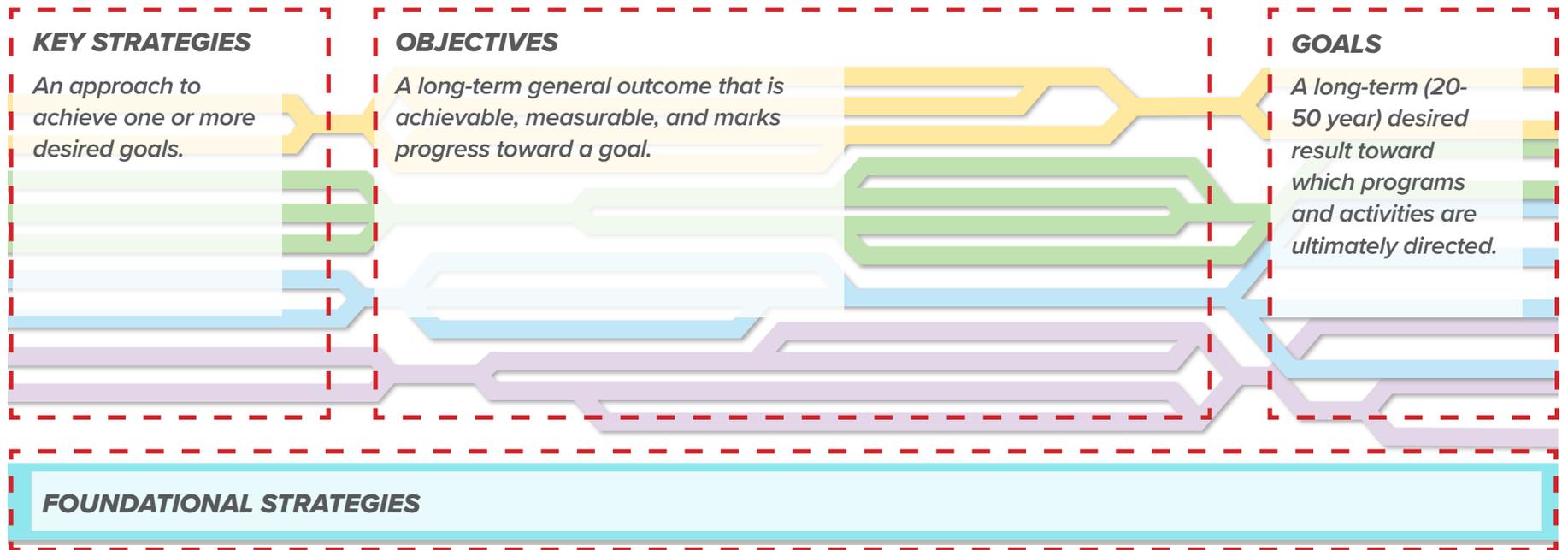
## STRATEGIES

This FTP focuses on **strategies** to achieve the greatest gains toward our goals and objectives. The 12 strategies highlight critical policies to help guide investment priorities and other FDOT and partner commitments.

This FTP emphasizes the mutual benefits a single strategy may have to multiple goals. For example, transforming our major transportation hubs and corridors would improve infrastructure quality, support more efficient and reliable mobility, and contribute to Florida’s economic competitiveness.

Each strategy could be initiated today and could be a focus of activity by transportation partners during the next five years. Three foundational strategies address investment decisions, funding, and workforce needs important to all strategies and goals. The remaining nine key strategies emphasize bold shifts in policy or investment priorities continued evolution in how we plan and manage Florida’s transportation system.

## OVERVIEW OF THE STRATEGY FRAMEWORK



# MEASURING PROGRESS > OBJECTIVES AND INDICATORS

The first four objectives are focused on the **safety and security** of our transportation system. These objectives primarily support the safety and security goal, but also recognize that addressing the fundamental need for safe and secure transportation also protects our **infrastructure**, supports efficient and reliable travel, and enhances our economy and quality of life. In some cases, the perceived safety and security of specific modes or systems can influence whether customers view these options as meeting their needs.

|  <b>OBJECTIVES</b>          |  <b>PROGRESS INDICATORS</b>   |
|--|--|
| <b>Eliminate transportation-related fatalities and serious injuries</b>                                      | <ul style="list-style-type: none"> <li>• Highway fatalities (total and rate)</li> <li>• Highway serious injuries (total and rate)</li> <li>• Non-motorized fatalities and serious injuries</li> <li>• Reportable transit fatalities, serious injuries (total and rate)</li> <li>• Reportable transit safety events (total and rate)</li> <li>• Micromobility safety events</li> <li>• Crashes (total and rate)</li> <li>• Derailments</li> <li>• Rail trespassing events</li> <li>• Human trafficking incidents using the transportation system</li> <li>• Incident response time</li> <li>• Emergency evacuation clearance times</li> </ul> |
| <b>Reduce the number of crashes and other safety incidents on the transportation system</b>                  |  |
| <b>Reduce the frequency and severity of transportation-related public health, safety, and security risks</b> |  |
| <b>Improve emergency response and recovery times</b>   |  |

## OBJECTIVES

ELIMINATE FATALITIES & SERIOUS INJURIES

REDUCE CRASHES & OTHER INCIDENTS

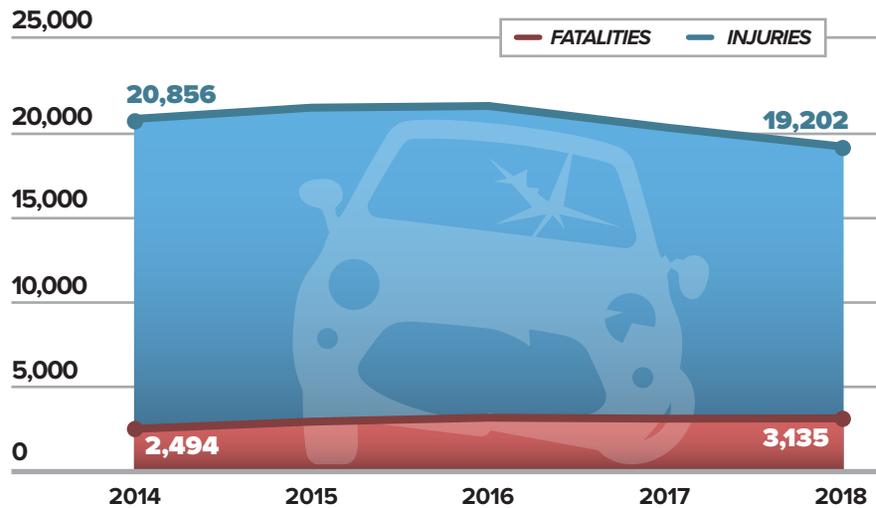
MITIGATE HEALTH, SAFETY, & SECURITY RISKS

IMPROVE EMERGENCY RESPONSE & RECOVERY TIMES

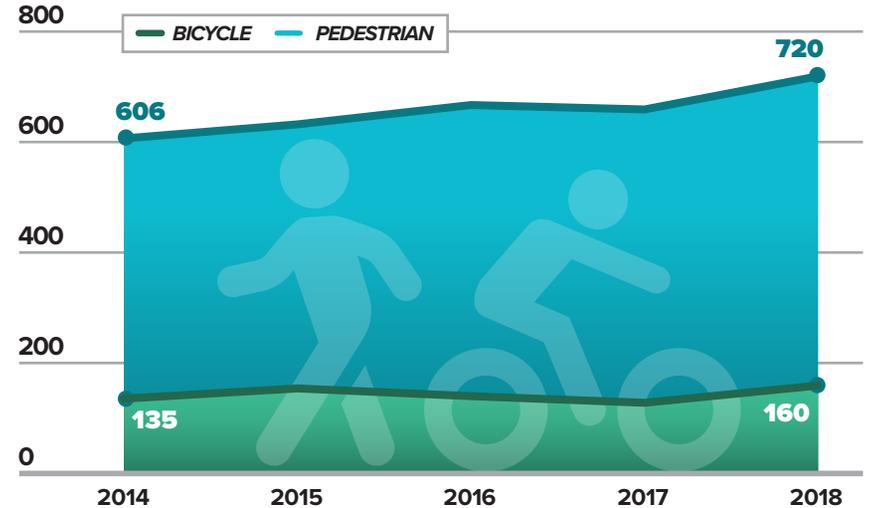
# MEASURING PROGRESS > OBJECTIVES AND INDICATORS

## INDICATORS TO WATCH

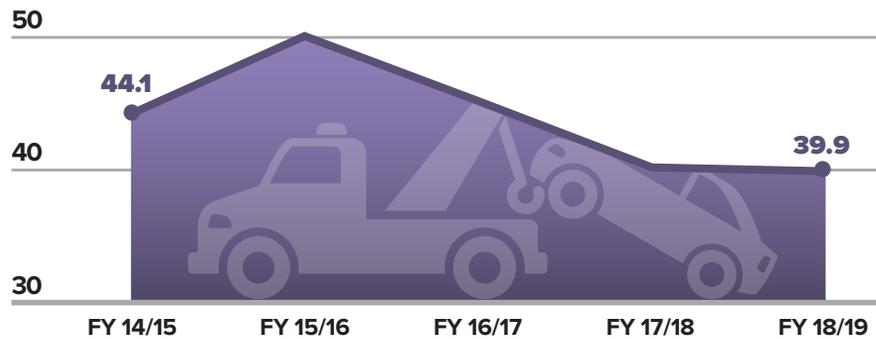
**FATALITIES AND SERIOUS INJURIES**



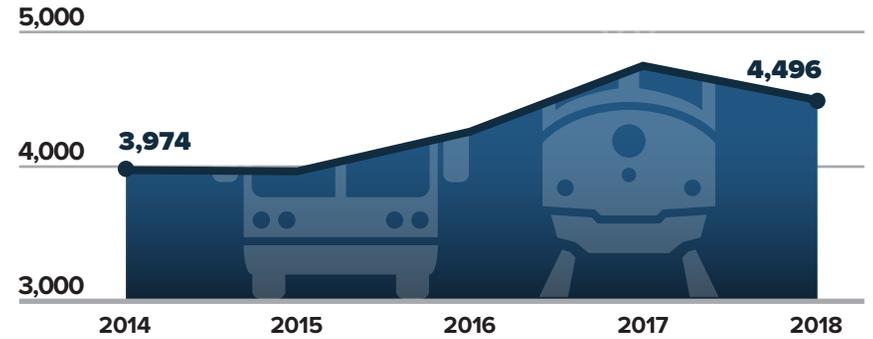
**BICYCLE AND PEDESTRIAN FATALITIES**



**ROADWAY CLEARANCE DURATION (minutes)**



**TRANSIT REVENUE MILES BETWEEN FAILURES**



**GOALS**

- SAFETY AND SECURITY** 
- INFRASTRUCTURE** 

# MEASURING PROGRESS > OBJECTIVES AND INDICATORS

The next four objectives support the quality of Florida’s transportation infrastructure and the connectivity of the transportation network. These objectives support the **infrastructure** and **mobility** goals, prioritizing asset management and the quality and resilience of the state’s transportation infrastructure. A resilient and connected system also supports the state’s mobility goal.

Connectivity is an emerging concept for this FTP. Connectivity can mean people and freight have efficient and reliable options for moving between key origins and destinations, particularly between Florida’s regions and between Florida and other states and nations. It can mean individual modes and statewide, regional, and local systems are linked together to support end-to-end trips. It also can mean roads, transit, sidewalks, trails, and other systems are complete with no gaps to meet significant customer needs. Finally, connectivity can refer to the ability to link transportation data and technology to support mobility needs for both people and freight, such as providing single payments and coordinated trips across multiple modes.

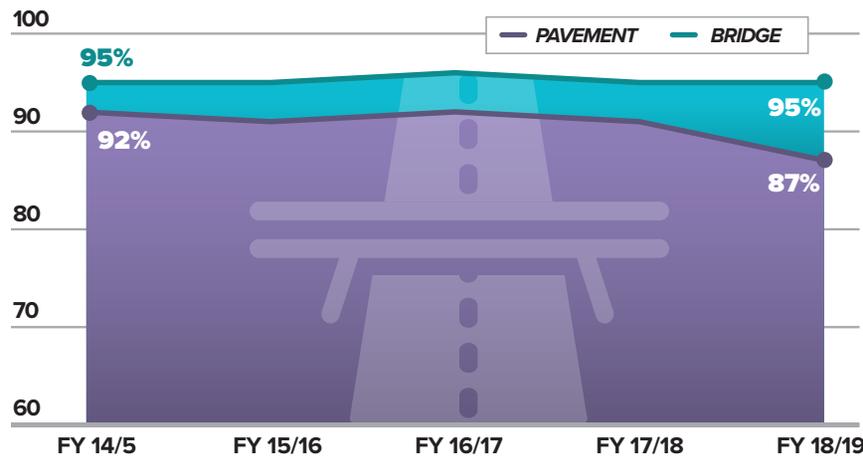
|  <b>OBJECTIVES</b> |  <b>PROGRESS INDICATORS</b>  |
|---|---|
| <b>Maintain Florida’s transportation assets in a state of good repair for all modes</b>             | <ul style="list-style-type: none"> <li>• <i>Pavement condition</i></li> <li>• <i>Vulnerability to flooding or storm surge</i></li> </ul>  |
| <b>Increase the resilience of infrastructure</b>  | <ul style="list-style-type: none"> <li>• <i>Bridge condition</i></li> <li>• <i>Hours or days of transportation facility closure due to smoke, fire, flooding, wind, or extreme temperature</i></li> </ul>   |
| <b>Meet customer expectations for infrastructure quality and service</b>                            | <ul style="list-style-type: none"> <li>• <i>Transit vehicle and facility condition</i></li> <li>• <i>Frequency of repairs due to damage from extreme weather or other events</i></li> </ul>   |
| <b>Improve transportation system connectivity</b>   | <ul style="list-style-type: none"> <li>• <i>Airport pavement condition</i></li> <li>• <i>Customer satisfaction</i></li> <li>• <i>Seaport infrastructure condition</i></li> <li>• <i>Connections between modes/ systems and extent of system gaps</i></li> <li>• <i>Spaceport infrastructure condition</i></li> <li>• <i>Sidewalk and trail condition</i></li> </ul> |



# MEASURING PROGRESS > OBJECTIVES AND INDICATORS

## INDICATORS TO WATCH

PAVEMENT AND BRIDGE CONDITION (% MEETING FDOT STANDARDS)



# 67.3%

of Florida residents are *satisfied* with the overall transportation system



Florida seaports have *cargo handling equipment* that can accommodate approximately

# 2.5 FEET

of *tidal fluctuation*, within 2050 sea level rise projections



**3** major Florida airports have at least one runway that is *vulnerable* to moderate to high

# STORM SURGE



GOALS  
INFRASTRUCTURE

MOBILITY



# MEASURING PROGRESS > OBJECTIVES AND INDICATORS

The next three objectives focus on improving **mobility** for people and freight. A key concept is accessibility – reminding us that the ultimate purpose of transportation is to help people get to jobs, school, health care, shopping, recreation, and other services while helping freight and goods get from farms, mines, and factories to retail stores, business locations, and homes. Accessibility is a fundamental expectation of all customers and equitable transportation **choices** help improve our **economy** and support a high quality of life and other **community** goals.

These objectives also support improving the efficiency and reliability of travel. This means enabling shorter travel times, lower costs, and increased predictability of travel for residents, visitors, and businesses. A critical component of improving accessibility and mobility involves increasing the share of trips that use alternatives to the single occupancy vehicle (SOV) – one specific outcome that can assist with improving efficiency and reducing the impacts of the transportation system on communities and the environment. These alternatives could include other modes, as well as using communications technologies to reduce the need for travel.

|  <b>OBJECTIVES</b> |  <b>PROGRESS INDICATORS</b>   |   |
|---|--|---|
| <b>Increase access to jobs, education, health, and other services for all residents</b>             | <ul style="list-style-type: none"> <li>• Access to jobs</li> <li>• Access to education and healthcare</li> </ul>   | <ul style="list-style-type: none"> <li>• Person-hours of delay</li> <li>• On time departure or arrival for aviation and passenger rail</li> </ul>                                   |
| <b>Increase the reliability and efficiency of people and freight trips</b>                          | <ul style="list-style-type: none"> <li>• Broadband access</li> <li>• Transportation options for traditionally underserved communities</li> </ul>                         | <ul style="list-style-type: none"> <li>• Freight hours/cost of delay</li> <li>• Supply chain efficiency/resilience</li> </ul>   |
| <b>Increase alternatives to single occupancy vehicles</b>   | <ul style="list-style-type: none"> <li>• Percent of people working remotely</li> <li>• Travel time reliability</li> <li>• Truck travel time reliability index</li> </ul> | <ul style="list-style-type: none"> <li>• Person trips by mode, including bicycle/pedestrian and micromobility</li> <li>• Number of automated and connected vehicles sold</li> </ul> |

## OBJECTIVES

INCREASE ACCESS TO JOBS & SERVICES

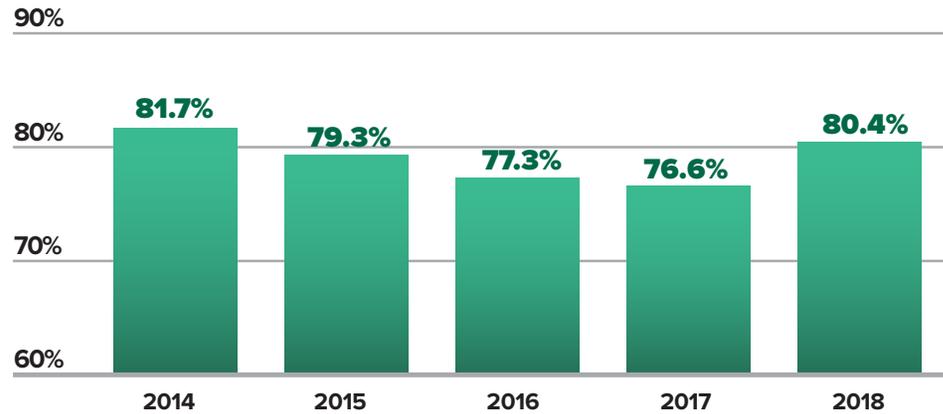
INCREASE RELIABILITY & EFFICIENCY

INCREASE ALTERNATIVES TO SOVs

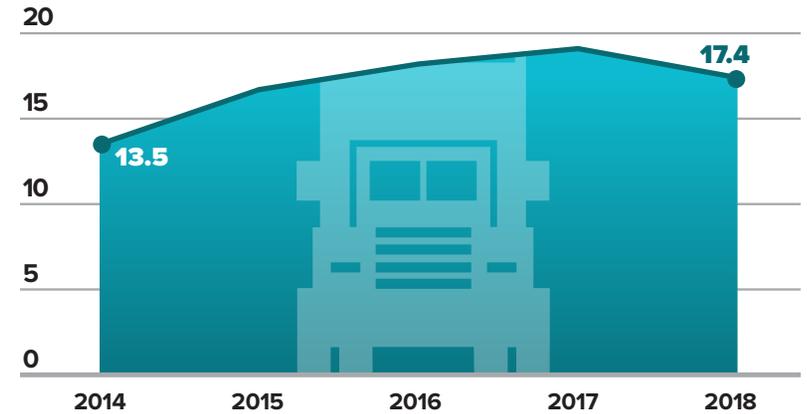
# MEASURING PROGRESS > OBJECTIVES AND INDICATORS

## INDICATORS TO WATCH

**TRAVEL TIME RELIABILITY**  
(% OF TRIPS ARRIVING ON-TIME – FREEWAYS ONLY)



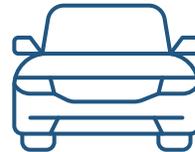
**DAILY FREIGHT HOURS OF DELAY ON STATE HIGHWAY SYSTEM (THOUSANDS)**



**JOB ACCESSIBILITY WITHIN 40 MINUTES**

The average Floridian can access

**617,000 JOBS**

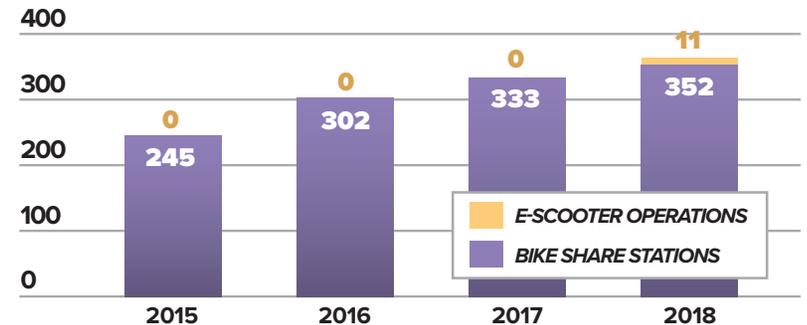


with a *vehicle*, but only

**18,000 JOBS** using *transit*



**MICROMOBILITY OPTIONS**



## GOALS

MOBILITY

CHOICES

ECONOMY

COMMUNITY

# MEASURING PROGRESS > OBJECTIVES AND INDICATORS

The final four objectives focus on how transportation supports Florida’s **economy, community,** and **environmental** goals. One objective focuses on transportation’s role supporting job creation and economic development, and the remaining three objectives also address aspects of reducing negative impacts of transportation on the environment – or, where possible, creating positive impacts.

The objectives also speak to enhancing Florida’s communities and quality of life through safe, efficient, and convenient transportation – outcomes that are difficult to measure but important to advance. Strategic investments in transportation not only improve access to jobs but also attract skilled workers to the state through a high quality of life. Managing transportation’s impacts on Florida’s environment also leads to healthier and more vibrant communities where people desire to live.

|  <b>OBJECTIVES</b> |  <b>PROGRESS INDICATORS</b>  |   |
|---|---|---|
| <b>Support job creation and economic development</b>  | <ul style="list-style-type: none"> <li>• <i>Jobs in transportation-dependent industries</i></li> </ul>  | <ul style="list-style-type: none"> <li>• <i>Air pollutant and greenhouse gas emissions</i></li> </ul>   |
| <b>Reduce transportation’s impact on water, critical lands, and habitats</b>                        | <ul style="list-style-type: none"> <li>• <i>Support for statewide and regional economic development goals</i></li> </ul>  | <ul style="list-style-type: none"> <li>• <i>Energy per ton/passenger mile</i></li> </ul>  |
| <b>Decrease transportation-related air quality pollutants and greenhouse gas emissions</b>          | <ul style="list-style-type: none"> <li>• <i>Industry-recognized credentials in transportation-related industries</i></li> </ul>                                       | <ul style="list-style-type: none"> <li>• <i>Share of vehicle fleet using alternative fuels</i></li> </ul>   |
| <b>Increase the energy efficiency of transportation</b>   | <ul style="list-style-type: none"> <li>• <i>Return on investment from FDOT Work Program</i></li> <li>• <i>Flooding events related to stormwater runoff</i></li> </ul> | <ul style="list-style-type: none"> <li>• <i>Consistency with local government comprehensive plans</i></li> <li>• <i>Support for statewide conservation and environmental stewardship goals</i></li> </ul> |

## OBJECTIVES

SUPPORT JOB CREATION AND ECONOMIC DEVELOPMENT

REDUCE IMPACT ON WATER, LANDS, & HABITATS

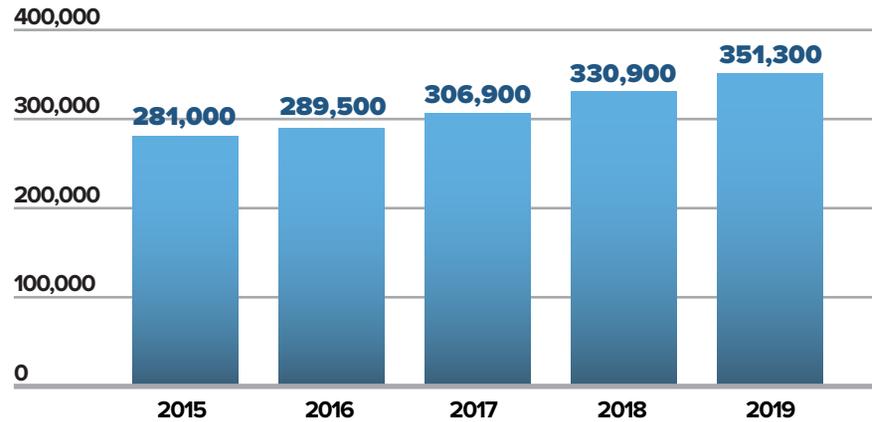
DECREASE AIR POLLUTANTS & GHG EMISSIONS

INCREASE ENERGY EFFICIENCY

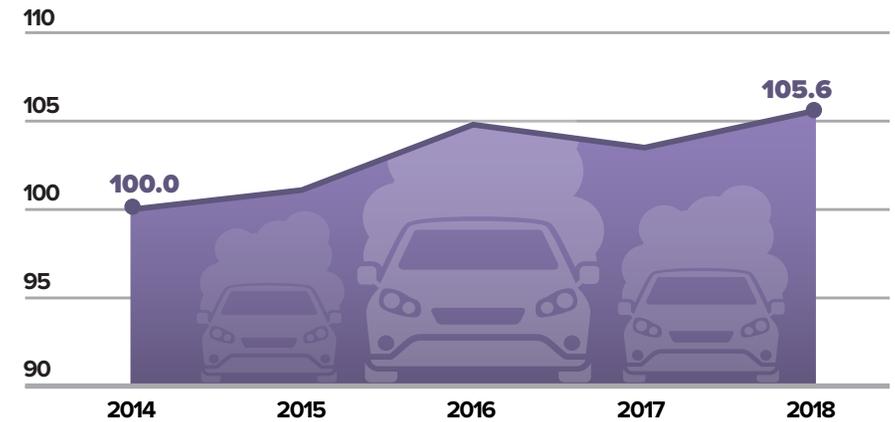
# MEASURING PROGRESS > OBJECTIVES AND INDICATORS

## INDICATORS TO WATCH

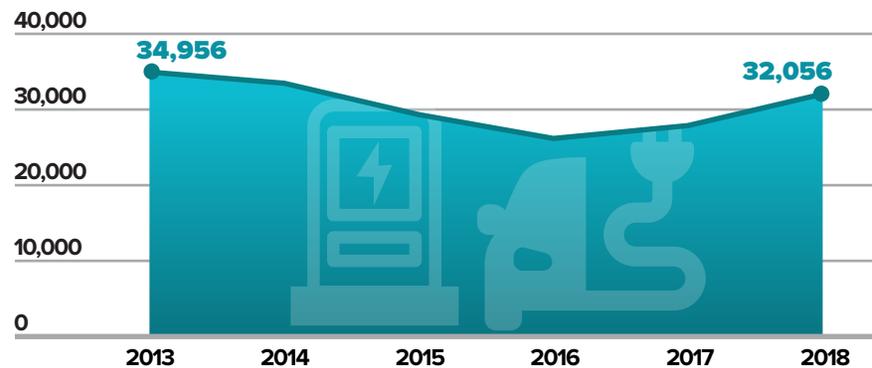
### JOBS IN THE TRANSPORTATION INDUSTRY



### TRANSPORTATION-RELATED CO<sub>2</sub> EMISSIONS



### ELECTRIC VEHICLE SALES IN FLORIDA



### AIR QUALITY POLLUTANTS (THOUSANDS OF TONS)



GOALS  
ECONOMY

COMMUNITY

ENVIRONMENT

# FOUNDATIONAL STRATEGIES > INVESTMENTS AND WORKFORCE

## STRATEGIES

### FOUNDATIONAL STRATEGIES

*Strategically align investments with goals*

*Provide sustainable and reliable transportation funding sources*

*Develop and retain a skilled transportation workforce*

### KEY STRATEGIES

*Commit to Vision Zero as our top priority*

*Identify and mitigate risks to Florida's transportation system*

*Transform Florida's major transportation corridors and hubs*

*Strategically complete transportation systems and networks*

*Expand transportation infrastructure*

*Prioritize mobility for people and freight*

*Further access to opportunity for those who need it most*

*Integrate land use and transportation decisions*

*Develop transportation systems to protect and enhance air quality, water quality and quantity, critical lands, and habitats*

## STRATEGICALLY ALIGN INVESTMENTS WITH GOALS

The FTP provides the policy framework for the expenditure of state and federal funds that flow through FDOT's work program. It also provides policy guidance to all partners involved in planning and managing Florida's transportation system. A foundational strategy to support all FTP goals is a strong linkage from these goals to how investment decisions are made by FDOT and other partners. This approach induces efforts to:

- > Frequently evaluate the **allocation of resources among program areas** (especially safety, preservation, and capacity) to accomplish the FTP goals and meet state and federal performance targets.
- > Carefully **prioritize investments among projects** to support and make progress toward the FTP goals.
- > Reconsider needs and project scopes and **rightsize investments** to take advantage of emerging technologies and operational solutions as alternatives to capacity investments.
- > Collaborate among state, regional, and local agencies and the private sector to **identify investment opportunities** that would help accomplish multiple goals.
- > Create practices and policies allowing for more **flexibility** in use of funds.
- > Refresh resource allocation and project prioritization **methods, tools, and data** to support the FTP goals and performance targets.

**STRATEGICALLY ALIGN  
INVESTMENTS WITH NEEDS**

# FOUNDATIONAL STRATEGIES > INVESTMENTS AND WORKFORCE

## PROVIDE SUSTAINABLE AND RELIABLE TRANSPORTATION FUNDING SOURCES

A second foundational strategy is to ensure sustainable and reliable transportation funding sources to help close the gap between available revenues and future needs, and to provide the predictability transportation agencies need to make long-term investments for all modes. This approach includes efforts to:

- Continue to maintain a **diverse portfolio of transportation revenue sources** at the state and local levels.
- Adjust funding strategies as needed to enable Florida to make **progress toward all FTP goals**.
- Expand funding availability for **regionally significant projects, rural and small county projects, and emerging mobility solutions and transportation technologies**.
- Prepare for the anticipated **decline in the value of motor fuel taxes** as primary revenue sources by conducting research and pilot tests of potential funding alternatives such as mileage-based user fees, mobility fees, and other approaches to generating revenue from mobility and transportation infrastructure.
- Explore approaches for providing more **stability in transportation investment** during economic and fiscal cycles, including more flexibility to address unanticipated needs during economic downturns or following major emergencies.
- Expand **public/private and state/regional/local partnerships** to leverage funding sources and achieve multiple goals.

## DEVELOP AND RETAIN SKILLED TRANSPORTATION WORKFORCE

As a final foundational strategy, Florida must recognize its transportation workforce as one of the state's greatest assets for accomplishing all FTP goals. This includes efforts to:

- Identify current and future demand for transportation related to workforce and identify **gaps in workforce skills and availability**.
- Build on FDOT's current construction workforce development program to implement best practices for developing, attracting, and retaining future workers for **transportation construction, maintenance, operations, and trades; logistics and distribution; and other related occupations for all modes**.
- Develop a long-term transportation talent pipeline strategy with metrics to help **develop and retain skilled transportation workers** to include new and/or expanded work-based learning strategies, such as pre-apprenticeship and registered apprenticeship programs in the occupations with the highest demands.
- Develop targeted initiatives to **position Florida as a global talent leader** for transportation innovations such as automated and connected vehicles, urban mobility, commercial space transportation, and advanced logistics.
- Adapt transportation occupations to reflect the **changing nature of work**, including technology, flexible hours, remote work, and gig assignments.

**PROVIDE SUSTAINABLE AND RELIABLE  
TRANSPORTATION FUNDING SOURCES**

**DEVELOP AND RETAIN SKILLED  
TRANSPORTATION WORKFORCE**

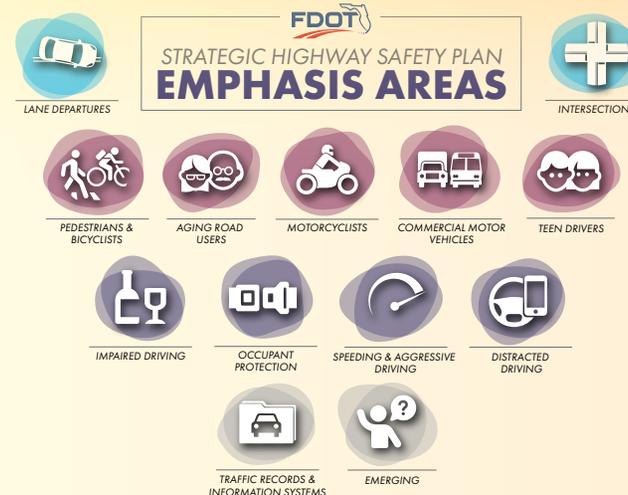
# KEY STRATEGIES > COMMIT TO VISION ZERO

The highest priority of this FTP is to expand and strengthen the statewide commitment to eliminating transportation fatalities and serious injuries – Florida’s “Vision Zero.” Florida’s transportation safety partners have focused on reducing fatalities and serious injuries through the “4Es” of engineering, education, enforcement, and emergency response. To achieve zero, we must expand beyond addressing specific hazards and influencing individual behavior to reshaping our systems and communities to create a safer environment for all travel. Florida will:

- > **Create safer communities** through more integrated land use, design, and traffic operations decisions supported by data.
- > **Reduce disparities** in transportation safety and other public health outcomes among socioeconomic groups.
- > Expand our vision of zero fatalities to **encompass all transportation modes**, including rail, transit, shared mobility, and micromobility.
- > Expand use of emerging technologies to **increase driver and vehicle safety**.
- > **Engage a broader range of partners** including vehicle manufacturers, technology providers, insurance companies, and health care institutions in developing and implementing safety solutions.
- > **Consider all aspects of public health, safety, and security** related to transportation.
- > **Design infrastructure to consider access needs for first responders**, as well as operational flexibility during emergencies.
- > **Continue to integrate safety** into all aspects of transportation planning and decision making.
- > **Strategically allocate and align resources** to advance Florida’s vision of zero fatalities, including higher funding priority for projects with an anticipated safety benefit.

## FLORIDA’S STRATEGIC HIGHWAY SAFETY PLAN

*FDOT worked with traffic safety partners to update the state’s Strategic Highway Safety Plan in conjunction with the FTP. The SHSP focuses on 13 emphasis areas for achieving Vision Zero, including lane departures, impaired driving, vulnerable road users, and intersections.*



## KEY STRATEGIES

COMMIT TO VISION ZERO

IDENTIFY & MITIGATE RISKS

## OBJECTIVES

ELIMINATE FATALITIES & SERIOUS INJURIES

REDUCE CRASHES & OTHER INCIDENTS

MITIGATE HEALTH, SAFETY, & SECURITY RISKS

IMPROVE EMERGENCY RESPONSE & RECOVERY TIMES

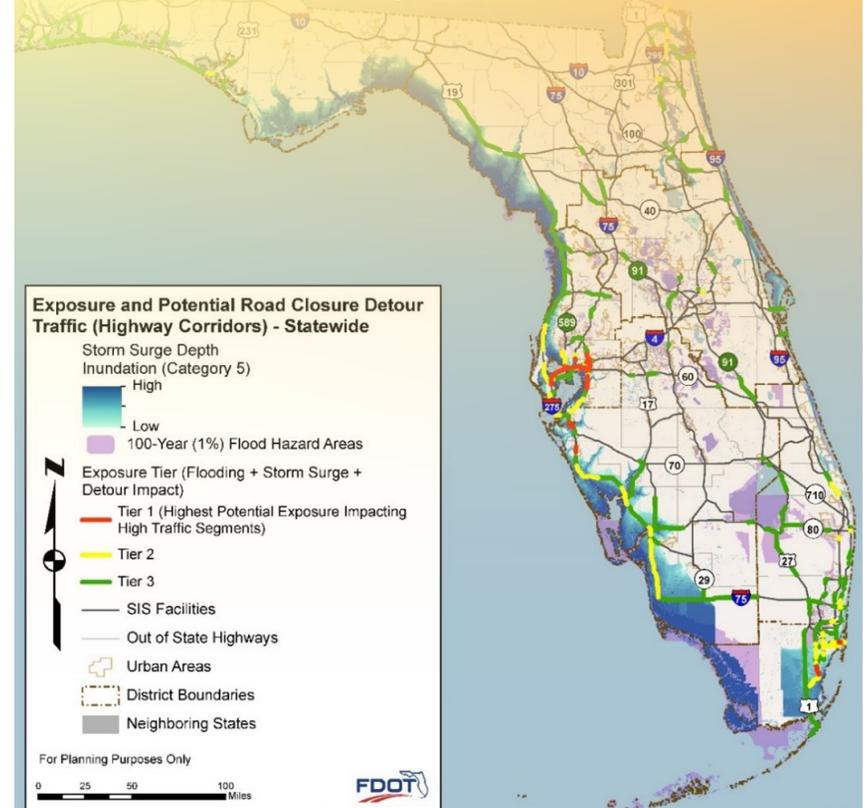
# KEY STRATEGIES > IDENTIFY & MITIGATE RISKS

Florida will place a high priority on identifying risks to its transportation system and the customers that use it. Florida will incorporate these risks into planning and management decisions for all modes. Florida will:

- **Identify vulnerabilities** to hazards such as sea level rise, storm surge, coastal and inland flooding, and extreme heat and precipitation. Implement actions to avoid, reduce the likelihood of, or prepare the system to withstand these risks.
- **Improve the agility of the transportation system** during emergencies and disruptions by expanding real-time information sharing, enhancing system management, providing more multimodal options, and supporting greater redundancy for critical infrastructure.
- Expand asset management decisions to **address the long-term costs of known vulnerabilities**, such as the need for retrofitting existing facilities or repairing certain facilities multiple times.
- **Adapt transportation design, construction, and maintenance techniques** to reduce vulnerability and improve resilience of existing and new transportation facilities, such as use of emerging technologies and advanced materials, stormwater management, and infrastructure modifications.
- Identify and implement approaches for coordinating environmental management, land use, and urban design decisions to **improve overall infrastructure and community resilience**.
- Establish a long-term approach to incentivize, where appropriate, the **transition of infrastructure and development** away from vulnerable areas.
- **Update emergency management plans** covering preparedness, response, recovery, and mitigation to reflect the increasing intensity and severity of extreme weather events and other risks; shifts in Florida's population, development patterns, and travel choices; and increasing use of technologies such as automated and electric vehicles.

## SIS RESILIENCE STUDY

FDOT is identifying vulnerabilities on Florida's Strategic Intermodal System corridors to sea level rise, storm surge, inland flooding, extreme heat, and other risks and developing an action plan for improving resilience of the SIS.



GOALS

SAFETY AND SECURITY

INFRASTRUCTURE

POLICY ELEMENT

23

# KEY STRATEGIES > TRANSFORM MAJOR CORRIDORS & HUBS

Nearly two decades ago, creation of the Strategic Intermodal System (SIS) focused Florida's transportation investments on the hubs (airports, seaports, spaceports, and rail terminals) and corridors (highway, rail, water, and urban-fixed guideway transit) most important to the state's economy and helped power the state's growth in global trade, logistics, and travel. We must transform these facilities for the next generation. Florida will:

- > Combine strategic capacity investments with technology and operations strategies to ensure the **connectivity, efficiency, and reliability of the SIS**, particularly in congested urban areas.
- > Ensure major hubs and corridors meet customer expectations and **global or industry standards for condition and quality**.
- > Transform passenger terminals into **mobility hubs** with a wide range of modal options and first/last mile connections for Florida's residents and visitors.
- > Increase Florida's **supply chain efficiency** by expanding the capacity of major seaports, air cargo hubs, and truck and rail corridors and developing intermodal logistics centers.
- > Develop **next-generation transportation corridors** that include multiple modes and uses and incorporate emerging technologies such as broadband and alternative fuel infrastructure.
- > Enhance capacity for **truck parking, rest areas, and staging areas** in transportation corridors.
- > Provide **efficient, reliable travel choices** between Florida regions, particularly between urban and rural areas.
- > Support the changing mobility and connectivity needs of Florida's **23 major military installations** and large network for national defense partners.

## CENTRAL FLORIDA'S FUTURE TRANSPORTATION SYSTEM

Central Florida provides a glimpse into the transportation system of the future. The I-4 Ultimate project is rebuilding 21 miles of Interstate through downtown Orlando including adding four express tolled lanes. SunRail commuter rail service operates on a parallel rail corridor that previously handled freight rail. The Orlando International Airport is completing a new south terminal complex including capacity for multimodal connections to commuter rail and planned intercity passenger rail service to Miami and Tampa. The Beach Line Expressway is envisioned as a multimodal, multi-use corridor connecting to expanding activities at Port Canaveral and the Cape Canaveral Spaceport, creating the world's only "quintimodal" transportation hub.



## KEY STRATEGIES

TRANSFORM MAJOR CORRIDORS & HUBS

COMPLETE TRANSPORTATION NETWORKS

EXPAND TRANSPORTATION INFRASTRUCTURE

## OBJECTIVES

MAINTAIN TRANSPORTATION ASSETS

INCREASE RESILIENCE

MEET CUSTOMER EXPECTATIONS

IMPROVE SYSTEM CONNECTIVITY

# KEY STRATEGIES > COMPLETE TRANSPORTATION NETWORKS

## FLORIDA COAST-TO-COAST TRAIL

The Florida Coast-to-Coast Trail (C2C) will create a continuous paved multi-use trail across Florida from the Gulf of Mexico to the Atlantic Ocean, the first state trail of its kind in the United States. Once completed, the 250 mile trail will link communities and trails between St. Petersburg and Titusville, allowing residents and visitors to explore Central Florida by bicycle or foot. This trail is funded, in part, by SUNTrail, in collaboration with many other state, regional, and local partners.



Florida's transportation system is a complex web of modal networks and facilities owned and operated by local, regional, statewide, and private sector partners. Strategic investments are needed to close system gaps, improve connections between modes and systems, and support complete end-to-end trips for both people and freight. Florida will:

- > **Continue to improve intermodal connections**, particularly between SIS rail and highway corridors and major airports, spaceports, seaports, and rail terminals.
- > Improve connectivity from major highway and rail corridors to Florida's **23 major military installations**.
- > Improve connectivity among **local transit systems**, between **regional and local transit systems**, and between **transit systems and other modes** to support more convenient and efficient trips, including across county lines and between rural and urban areas.
- > **Expand statewide access to emerging mobility solutions** through strategic locations for mobility hubs, micromobility stations, electric vehicle charging stations, and similar infrastructure.
- > Improve connectivity of **local street, sidewalk, bicycle, and trail networks** to provide more options for local travel.
- > Complete and connect statewide, regional, and local trail networks to provide an **integrated system of high quality trail corridors** for pedestrians and bicyclists.
- > Improve connectivity of **data, technology, and business processes** between transportation modes and systems.

**GOALS**  
INFRASTRUCTURE

MOBILITY



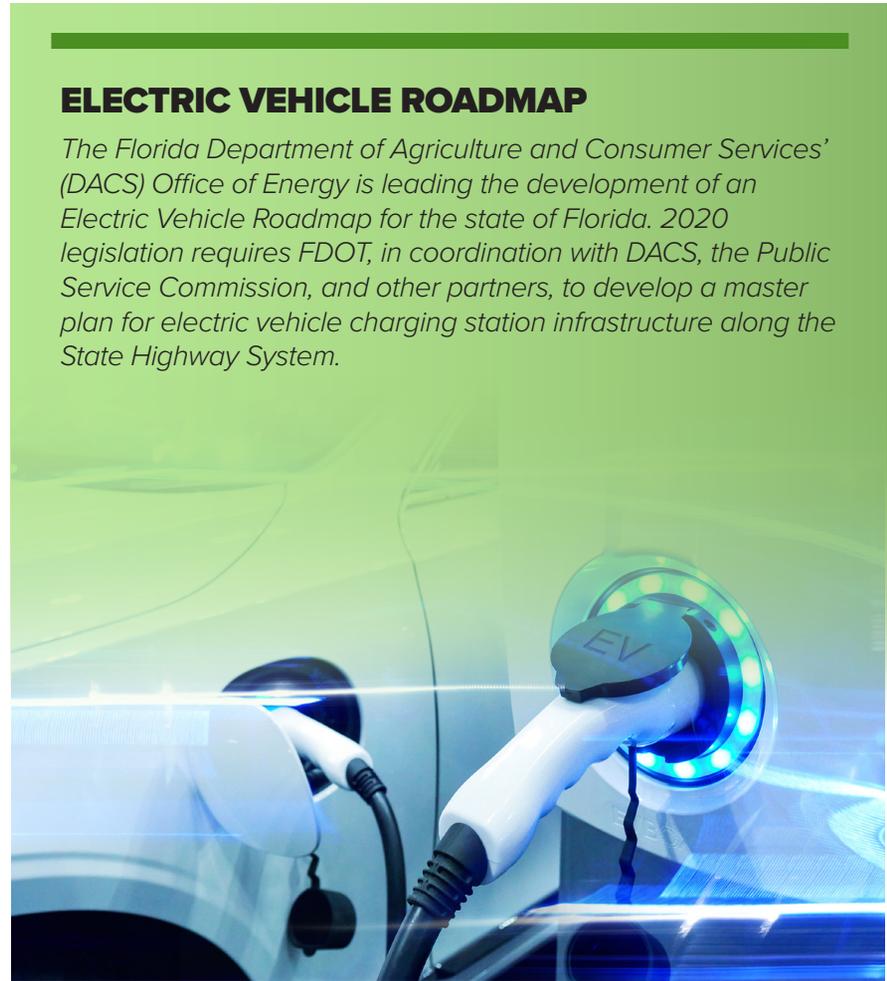
# KEY STRATEGIES > EXPAND TRANSPORTATION INFOSTRUCTURE

Our definition of transportation infrastructure must broaden from pavement, bridges, and buses to the communications backbone, sensors, and other technologies that allow the transportation system to function – our transportation information technology infrastructure, or “infostructure.” This will require closer collaboration with other agency, academic, and private sector partners and more agility in how we plan for, invest in, and maintain our system. Florida will:

- > Deploy surface transportation infrastructure to support **automated, connected, electric, and shared vehicles (ACES)** and other emerging technologies, such as deployment of roadside sensors and communication systems, electric vehicle charging stations, electronic payment, and positive train control technologies.
- > **Support statewide broadband connectivity**, particularly for rural and underserved areas, to supplement access to services and expand use of transportation technologies.
- > Adapt and accommodate **emerging air and space technologies** such as next-generation air traffic control systems, urban air mobility, unmanned aerial systems, and space-based communication networks.
- > Adapt and accommodate **emerging logistics technologies** at seaports, air cargo facilities, intermodal logistics centers, rail corridors and terminals, and heavy truck corridors.
- > Support **smart region/city initiatives** to leverage transportation technology and data to support economic development, public health and safety, and quality of life goals.
- > Identify, respond to, and mitigate **cybersecurity and data security threats** related to transportation systems.

## ELECTRIC VEHICLE ROADMAP

*The Florida Department of Agriculture and Consumer Services’ (DACs) Office of Energy is leading the development of an Electric Vehicle Roadmap for the state of Florida. 2020 legislation requires FDOT, in coordination with DACs, the Public Service Commission, and other partners, to develop a master plan for electric vehicle charging station infrastructure along the State Highway System.*



## KEY STRATEGIES

TRANSFORM MAJOR CORRIDORS & HUBS

COMPLETE TRANSPORTATION NETWORKS

EXPAND TRANSPORTATION INFOSTRUCTURE

## OBJECTIVES

MAINTAIN TRANSPORTATION ASSETS

INCREASE RESILIENCE

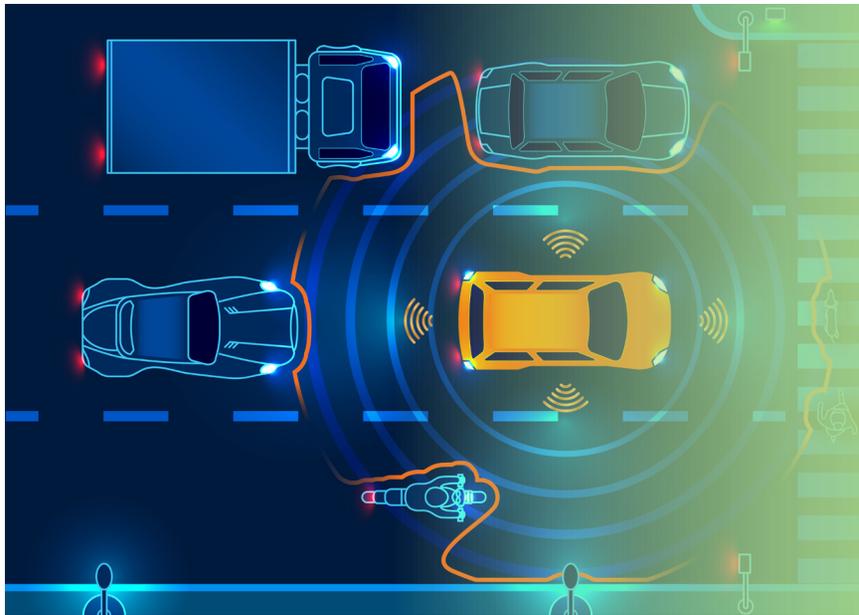
MEET CUSTOMER EXPECTATIONS

IMPROVE SYSTEM CONNECTIVITY

# KEY STRATEGIES > EXPAND TRANSPORTATION INFOSTRUCTURE

## BROADBAND STRATEGIC PLAN

2020 legislation created an Office of Broadband within the Florida Department of Economic Opportunity and authorized this office to establish a statewide broadband strategic plan. The legislation also provided funding for FDOT to support co-location of broadband within multi-use transportation corridors.



## FLORIDA AUTOMATED VEHICLES INITIATIVE

FDOT is leading the Florida Automated Vehicles program to engage stakeholders, develop research and pilot projects, and create awareness of automated vehicle technologies and their potential benefits for all modes.



GOALS  
INFRASTRUCTURE

MOBILITY



# KEY STRATEGIES > PRIORITIZE PEOPLE & FREIGHT MOBILITY

Florida's transportation system traditionally has been planned by mode and jurisdiction. Performance and service standards often emphasize improving speeds and traffic flow and reducing congestion. While these are important considerations, we must shift our attention from increasing throughput to increasing mobility for people and freight.

Mobility is about more than efficiency – it's about improving access, convenience, and service for residents, visitors, and businesses. Florida will:

- > Integrate multiple modes and systems to support **efficient and reliable end-to-end mobility choices** for Florida residents, businesses, and visitors at local, regional, and statewide levels, including first/last mile options.
- > Help local governments rethink how they manage streets, curb, parking, and transit stops to support emerging mobility solutions such as **transportation network companies and micromobility** providers.
- > Adapt supply chains to increased e-commerce and home delivery by strategically locating **distribution centers, staging areas, and delivery zones** and supporting new delivery options such as unmanned aerial vehicle and robots.
- > Regularly conduct market research to understand **customer needs and preferences**, including travel and logistics patterns.
- > Develop and enhance **performance measures and design standards** to focus on mobility and accessibility, in addition to traditional measures such as vehicle throughput and level of service.
- > Identify how the role and function of FDOT, MPOs, and other partners should evolve to help **manage mobility and accessibility** for all Floridians.

## MIAMI-DADE SMART PLAN

The Miami-Dade Transportation Planning Organization (TPO), Miami-Dade County, FDOT District 6, and other partners are collaborating to develop and implement the Strategic Miami Area Rapid Transit (SMART) Plan. The Plan intends to advance six rapid transit corridors, along with a system of Bus Express Rapid Transit (BERT) service, to improve mobility in Miami-Dade County. The Plan includes demonstration projects to facilitate first/last mile access for customers between transit stations and the ultimate starting and stopping points, including 12 new fixed feeder routes, 11 new on-demand services, and 20 proposed trail connections.



## KEY STRATEGIES

PRIORITIZE MOBILITY FOR PEOPLE & FREIGHT

ENHANCE ACCESS TO OPPORTUNITY

## OBJECTIVES

INCREASE ACCESS TO JOBS & SERVICES

INCREASE RELIABILITY & EFFICIENCY

INCREASE ALTERNATIVES TO SOVs

# KEY STRATEGIES > ENHANCE ACCESS TO OPPORTUNITY

Florida's longstanding emphasis on the automobile as the dominant form of transportation is a barrier to residents who cannot operate a motor vehicle due to age, disability, or economic status. Other Floridians face choices between devoting a large share of their household budget to owning and operating a vehicle or spending a large portion of their day taking circuitous transit routes to access work or other daily needs. Recognizing the value of access for all residents – and that better access for one group often offers systemwide benefits – Florida will:

- > Provide better access for **residents of all ages and abilities** to jobs, health care, education, and other services through a combination of transportation and high-speed communications.
- > Improve the **affordability of transportation** and coordinate transportation and housing decisions to provide more attainable options for lower-income residents.
- > Enhance transportation service to **traditionally underserved communities** and socioeconomic groups, focusing on rural areas, urban core areas, and other neighborhoods with accessibility gaps.
- > Focus on **removing barriers to transportation for persons with disabilities, low income, and limited English proficiency**, such as improved signage and wayfinding; enhanced coordination of services across jurisdictions and between public and private partners; and technology solutions for more efficient scheduling and payment.
- > Leverage technology to improve **access to transportation services and information** for all customers.
- > Ensure customers who do not have **access to broadband, a smart device**, or a bank account or credit card have options to obtain transportation information and services.

## REGIONAL MOBILITY AND ACCESSIBILITY IN NORTHEAST FLORIDA

*The Jacksonville Transportation Authority (JTA) completed a major route optimization initiative, which significantly increased frequency, extended hours of service, and expanded the number of ADA-compliant stops. JTA also helped create TransPortal, a one-stop trip-planning portal for customers to plan every leg of a trip anywhere in a 12-county service area, across multiple public and private operators. The Smart North Florida initiative, led by the North Florida Transportation Planning Organization, is integrating data and technology to ensure the region offers multimodal transportation options that are accessible, reliable, and affordable for individuals with varied needs.*



### GOALS

MOBILITY

CHOICES

ECONOMY

COMMUNITY

# KEY STRATEGIES > INTEGRATE LAND USE & TRANSPORTATION

In Florida, as in many other states, transportation and land use decisions often are made by different entities on different schedules and planning horizons and on separate but intersecting paths. To provide better mobility and accessibility for Florida residents and businesses – and to support the quality and sustainability of our built and natural environment – we must integrate transportation and land use decisions at every step in the planning process, from vision to implementation. Florida will:

- Develop, implement, and regularly update **regional and community visions** addressing land use, development, environmental stewardship, and transportation decisions. Adopt these visions into regional and local plans and provide transportation solutions to support visions with demonstrated community commitment.
- Incorporate **community context and land use plans** as a key determinant of transportation planning and investment decisions.
- Strengthen the transportation element of local government comprehensive plans and enhance **consistency between local comprehensive plans and long-range transportation plans**.
- Enhance transportation connectivity to **strategic economic development sites** consistent with local government comprehensive plans.
- Integrate **community development and multimodal transportation decisions** to prepare for areas anticipated to experience a significant increase in development and travel, as well as areas where existing street, curb, and parking space could be repurposed for other uses.
- Strengthen major **corridor planning** processes to balance statewide connectivity and commerce needs with community visions and priorities while protecting Florida's environment.

## HEARTLAND 2060 – BUILDING A RESILIENT REGION

*Working with seven counties and numerous community partners in south central Florida, the Central Florida Regional Planning Council has supported the Heartland 2060: Building a Resilient Region vision since 2008 to provide a long-term blueprint for environmental stewardship, economic development, land use, and infrastructure decisions. The visioning process identified regional priorities for future land development and infrastructure investment; targeted industries and economic development opportunity and sites; and led to creation of the Heartland Regional Transportation Planning Organization. A revisit of this vision in 2020 sets the stage for decisions about improving transportation connectivity.*



## KEY STRATEGIES

INTEGRATE LAND USE & TRANSPORTATION

PROTECT & ENHANCE WATER, AIR, LANDS, & HABITATS

## OBJECTIVES

SUPPORT JOB CREATION AND ECONOMIC DEVELOPMENT

REDUCE IMPACT ON WATER, LANDS, & HABITATS

DECREASE AIR POLLUTANTS & GHG EMISSIONS

INCREASE ENERGY EFFICIENCY

# KEY STRATEGIES > PROTECT WATER, AIR, LANDS, & HABITATS

Our transportation plans often focus on how we can avoid, minimize, or mitigate direct impacts to the environment, such as increasing emissions of air quality pollutants or fragmenting habitats, as well as indirect impacts, such as growth and development in or near environmentally sensitive areas. Moving forward, our goal is to coordinate decisions so transportation contributes to a healthier, more sustainable environment. Florida will:

- > Retrofit existing facilities where possible to **restore impacts to the environment from prior investments**, such as restoring natural water flow or wildlife connectivity.
- > **Reduce the footprint of Florida's transportation system** by optimizing the use of existing infrastructure and combining multiple modes and multiple forms of infrastructure into corridor rights of way.
- > Encourage **early, large-scale coordination of transportation, land use, and conservation decisions** to identify solutions that advance multiple goals, such as coordination on land purchases and easement and water storage, treatment, and drainage.
- > Support more efficient **system management, multimodal options, and clean energy alternatives** that reduce net energy consumption and associated emissions of air quality pollutants and greenhouse gases.

## TAMIAMI TRAIL NEXT STEPS

*Originally constructed in 1928, the Tamiami Trail created an impediment to natural surface water flows through the Everglades. A series of projects have helped improve water flow by raising of the existing roadway onto bridges. A collaboration between FDOT, the Federal Highway Administration, and the National Park Service will complete bridging of the remaining 6.7 miles of the eastern Tamiami Trail by 2024, enabling water to flow more freely into Everglades National Park for the first time since the early 1900s. Increasing water flow will rehydrate more than park lands and stabilize the salinity and health of Florida Bay, helping restore the Everglades.*



GOALS  
ECONOMY



COMMUNITY



ENVIRONMENT



# FRAMEWORK > TODAY'S STRATEGIES / TOMORROW'S VISION

## KEY STRATEGIES

COMMIT TO VISION ZERO

IDENTIFY & MITIGATE RISKS

TRANSFORM MAJOR CORRIDORS & HUBS

COMPLETE TRANSPORTATION NETWORKS

EXPAND TRANSPORTATION INFRASTRUCTURE

PRIORITIZE MOBILITY FOR PEOPLE & FREIGHT

ENHANCE ACCESS TO OPPORTUNITY

INTEGRATE LAND USE & TRANSPORTATION

PROTECT & ENHANCE WATER, AIR, LANDS, & HABITATS

## OBJECTIVES

ELIMINATE FATALITIES & SERIOUS INJURIES

REDUCE CRASHES & OTHER INCIDENTS

MITIGATE HEALTH, SAFETY, & SECURITY RISKS

IMPROVE EMERGENCY RESPONSE & RECOVERY TIMES

INCREASE ACCESS TO JOBS & SERVICES

INCREASE RELIABILITY & EFFICIENCY

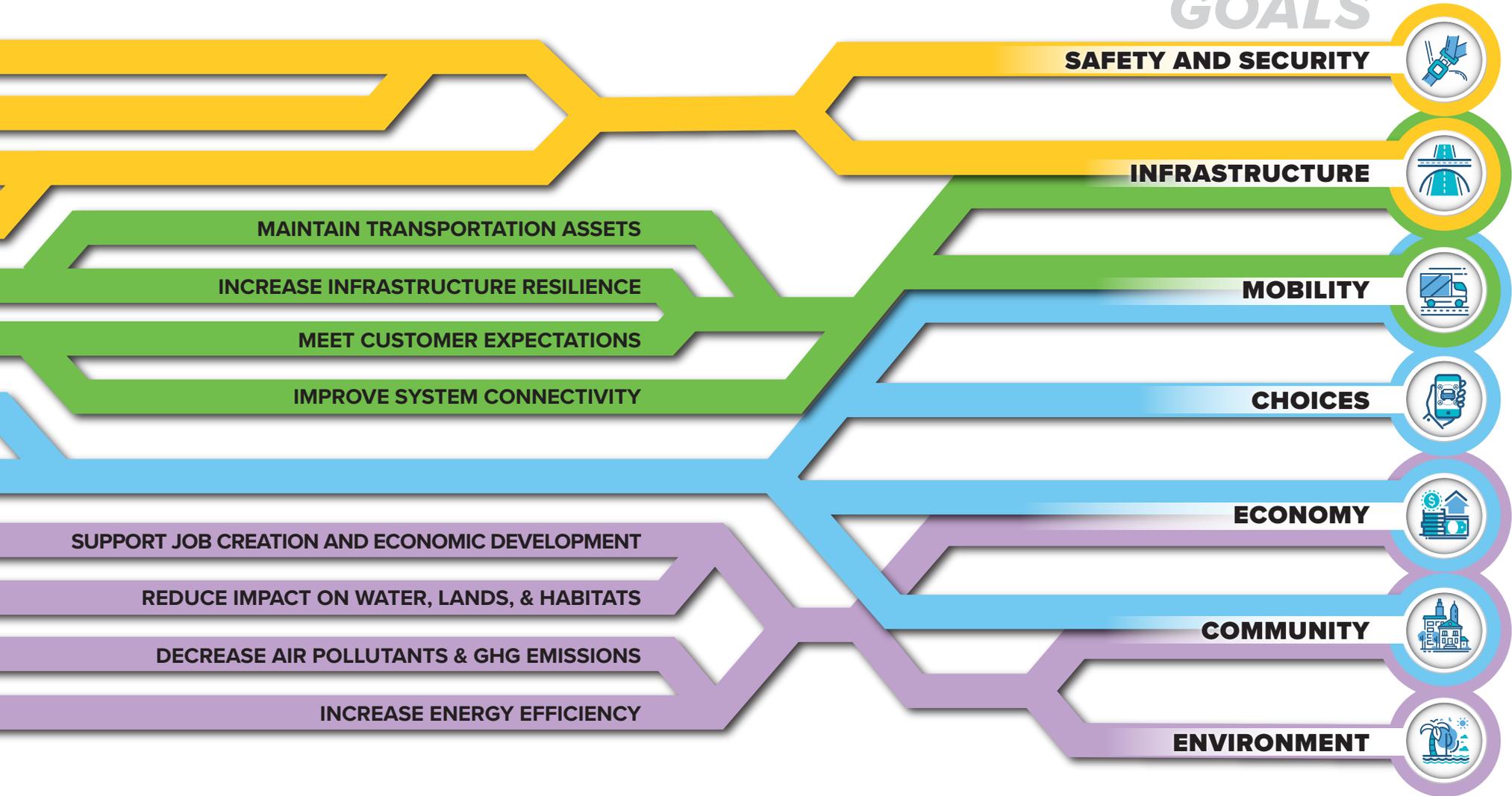
INCREASE ALTERNATIVES TO SOVs

**STRATEGICALLY ALIGN INVESTMENTS WITH NEEDS**

**PROVIDE SUSTAINABLE AND RELIABLE TRANSPORTATION FUNDING SOURCES**

# FRAMEWORK > TODAY'S STRATEGIES / TOMORROW'S VISION

## GOALS



**DEVELOP AND RETAIN SKILLED  
TRANSPORTATION WORKFORCE**

# MOVING FORWARD > TRANSITION TO IMPLEMENTATION

## ROLES AND RESPONSIBILITIES

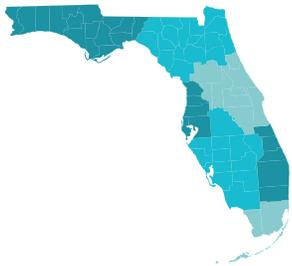
The FTP Policy Element serves as Florida's long-range transportation plan under both state and federal law. The Policy Element is a framework to guide FDOT's investment decisions. For other partners, the Policy Element provides guidance that can be incorporated into policies, plans, and programs.

Transportation decisions in Florida are made by a wide range of partners including FDOT, 27 metropolitan planning organizations, 10 regional planning councils, 67 counties, 411 cities, 53 transit operators, 15 public seaports, 129 public airports, 2 spaceports, many other authorities and special districts, the military, and private sector entities. Roles and responsibilities of partners during FTP implementation will vary by level of geography, corresponding to the major types of trips flowing through Florida's transportation system. Collaboration among all of these partners is essential to accomplish the FTP vision and goals.



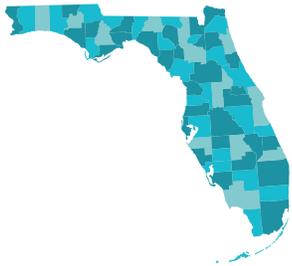
### *State*

FDOT will play the lead role implementing the FTP at the statewide level, working with other state agencies, commissions, and partners. FDOT will continue to convene the FTP Steering Committee, coordinating overall implementation activities, and monitoring and reporting on implementation progress. FDOT also will be responsible for updating its modal and system plans for consistency with the FTP, as well as integrating the FTP goals and objectives into its investment decision-making processes.



### *Regional*

Regional agencies including metropolitan planning organizations, regional planning councils, and groups of counties and cities will play the lead role in implementing the FTP at the regional scale. Regional collaboration will be critical to maintain and update long-range regional visions; align transportation, economic development, workforce development, and environmental stewardship decisions; and identify needed improvements to regionally significant transportation facilities that connect population and economic centers within common regions.



### *Local*

Local governments will play the lead role in implementing the FTP within individual communities. The strong local role reflects the importance of making transportation decisions that reflect the context, values, and needs of each community. Local actions will help align design, engineering, operational, land use, and other decisions to improve safety, accessibility, and reliability and create transportation solutions that build stronger communities.

# MOVING FORWARD > TRANSITION TO IMPLEMENTATION

## PRINCIPLES

FTP implementation is anticipated to emphasize several key principles:

### **BETTER SERVE OUR CUSTOMERS.**

Our transportation emphasis is shifting from building infrastructure to moving people and freight. This shift requires continued attention to conducting early and ongoing public engagement, understanding customer values and preferences, and improving customer service by all agencies. Particular attention must be given to understanding the needs of socioeconomic groups traditionally underrepresented in planning processes.

### **COLLABORATE ACROSS SECTORS, JURISDICTIONS, AND MODES.**

FTP implementation will require partnerships among a wide range of entities, including MPOs, regional planning councils, and local governments. It also will involve working with partners whose primary focus is not transportation, such as economic development, workforce development, community development, environmental stewardship, emergency management, military and national defense, and public health and safety organizations.

### **EMBRACE INNOVATION IN EVERY ASPECT OF TRANSPORTATION.**

Innovation is an underlying theme for addressing all seven FTP goals. Florida seeks to be a global leader in the future of mobility. This will require a continued commitment to research, development, and refinement of laws and processes to enable Florida to help shape and adapt to these innovations.

### **FOCUS ON IMPROVING PERFORMANCE.**

FDOT and other partners commit to continued use of performance measures to monitor system condition, guide investment decisions, and demonstrate progress toward achieving the FTP goals. This includes ongoing emphasis on managing data as an essential resource for transportation agencies.

### **MANAGE TRANSPORTATION DATA.**

FDOT and other transportation partners must view data as one of our most critical transportation assets and develop policies and processes to effectively collect, analyze, manage, share, and safeguard the use of transportation data.

### **BUILD FUTURE WORKFORCE CAPACITY.**

FTP implementation will include ongoing efforts to inform and empower Florida's transportation workforce to address these goals and strategies. This will include helping build workforce skills related to data, performance, and technology.

### **RETHINK PLANNING AND DECISION-MAKING PROCESSES.**

FDOT, MPOs, and other transportation partners must continue to refine their planning and investment decision making processes to address all seven FTP goals, embrace innovation and operational solutions, and provide greater agility and resilience to address known and unexpected opportunities and risks.

### **PROVIDE MORE FLEXIBILITY FOR REGIONAL AND LOCAL IMPLEMENTATION.**

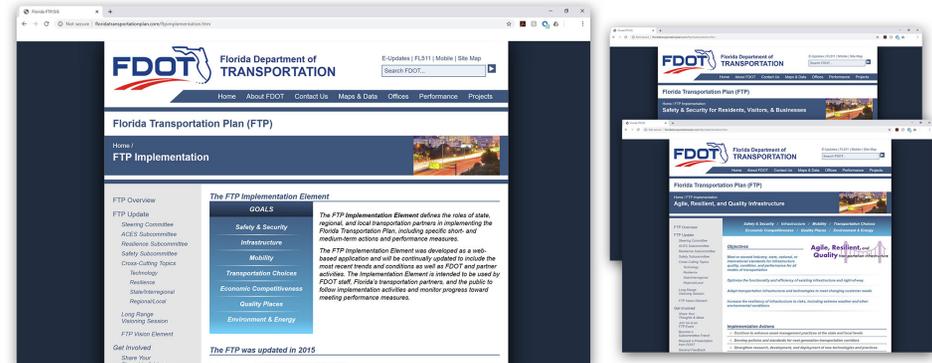
FTP implementation must consider the diverse needs of all Florida communities. Implementation of statewide programs like the SIS increasingly must consider regional and community visions and preferences, with more flexibility in decision making to address the needs of urban areas, suburban areas, and rural communities.

# MOVING FORWARD > CALL TO ACTION

The transportation decisions we make today will shape the future of our economy, communities, and environment over the next few decades. Working together, we have the opportunity to provide a safer and more secure system; increase the efficiency and reliability of travel for both people and freight; and expand transportation access and equity choices to meet the needs of all Floridians. FTP implementation will begin with four key commitments.

## ESTABLISH SHORT-TERM ACTIONS

FDOT will work with Steering Committee members and other partners to establish short-range actions to address the FTP goals and objectives during the next five years as part of the FTP Implementation Element. These actions would include specific roles, responsibilities, and milestones, and could be adjusted over time in response to changing trends and events.

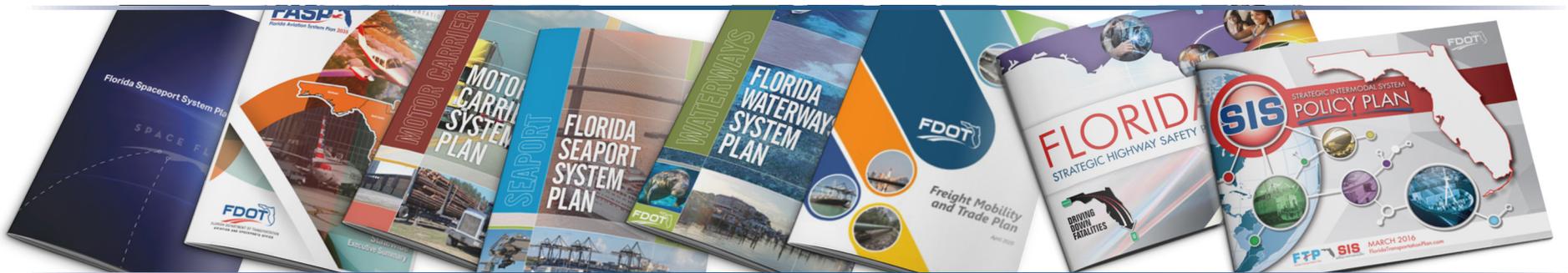


## ALIGN STATEWIDE, REGIONAL, AND LOCAL PLANS WITH THE FTP

FDOT will update the Strategic Intermodal System (SIS) Policy Plan in 2021 for consistency with the FTP.

FDOT also will update and implement the statewide modal plans covering aviation, motor carriers, rail, and seaports and waterways to align with the FTP and SIS Policy Plan. FDOT also will update and maintain other statewide performance-based plans including the Strategic Highway Safety Plan, Transportation Asset Management Plan, and Freight Mobility and Trade Plan to align with the FTP.

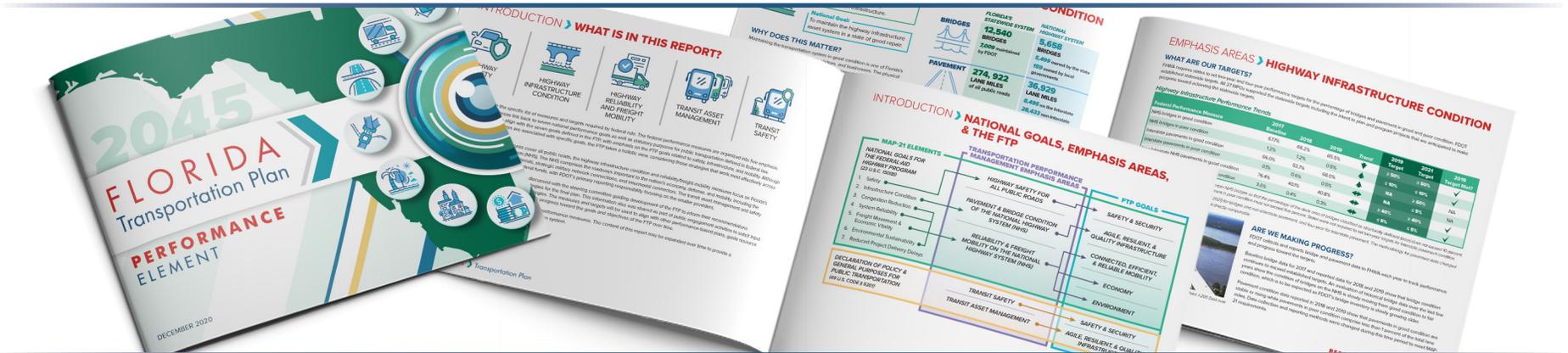
MPOs, RPCs, local governments, and modal partners will consider the FTP goals and objectives when updating regional and local plans, such as long-range transportation plans, strategic regional policy plans, transportation elements of local government comprehensive plans, master plans, and similar documents.



# MOVING FORWARD **CALL TO ACTION**

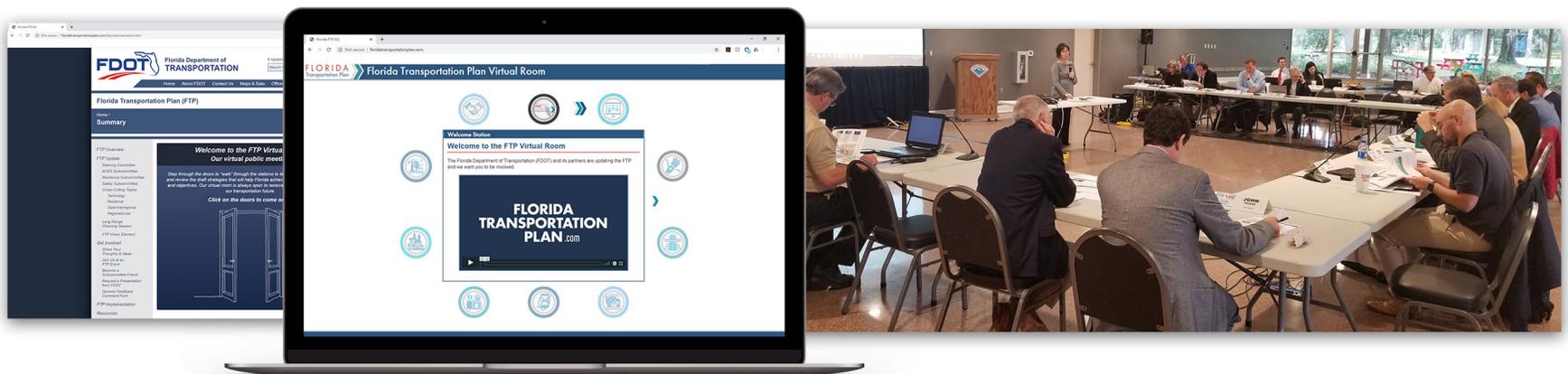
## DOCUMENT AND REPORT ON PROGRESS

FDOT will establish a process for documenting and reporting progress on specific commitments made by each partner toward FTP implementation. This will include reporting on performance measures building on state and federal law through the FTP Performance Element. It also will include annual reporting to the organizations represented on the FTP Steering Committee, other partners, and the public on implementation status.



## CONTINUE COLLABORATION

The FTP Steering Committee periodically will convene to review progress in implementing the FTP and address emerging or outstanding issues. FDOT will continue to keep the range of partners and the public informed about FTP implementation, including maintaining an interactive website.



# FLORIDA TRANSPORTATION PLAN STEERING COMMITTEE

FDOT would like to thank all who participated in the FTP update process, including the thousands of Floridians who participated in summits, workshops, briefings, and virtual engagement to share their input. FDOT is grateful for the leadership and commitment of the FTP Steering Committee and its three subcommittees.



**Stacy Miller – Chair**  
Florida Department of Transportation



**Pat Steed – Vice Chair**  
Florida Regional Councils Association

**Paul Owens**  
1000 Friends of Florida



**The Honorable Doug Smith**  
Florida Association of Counties



**Beth Medina**  
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# FLORIDA TRANSPORTATION PLAN STEERING COMMITTEE

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**Karen Deigl**  
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**Greg Slay**  
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**Ken Bryan**  
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*In developing the Florida Transportation Plan, public participation was solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Accommodations for people under the Americans with Disabilities Act or persons who required translation services were made available upon request.*

# GLOSSARY

**Accessibility** – Ability to reach desired destinations, activities, goods, and services

**Agile** – The ability to move or adapt quickly and easily

**Asset Management** – A process used for managing transportation infrastructure with the objective of improved decision making for resource allocation

**Automated vehicles** – Vehicles that are capable of sensing the environment to move safely in order to operate itself and perform necessary functions without any human intervention.

**Broadband** – A high-speed data transmission link that connects people to the internet and other digital resources.

**Connected vehicles** – Vehicles that are able to connect to its surroundings including other vehicles, infrastructure, and passengers' personal communication devices through interoperable networked wireless communications.

**Corridor (for auto/truck modes)** – Any land area designated by the state, a county, or a municipality which is between two geographic points and is used or is suitable for the movement of people and goods by one or more modes of transportation.

**Cyber security** – Protecting networks, devices, and data from unauthorized access or criminal use. Also, the practice of ensuring confidentiality, integrity, and availability of information.

**Destination** – The point in a trip where travel ends.

**Economic competitiveness** – A state or region's ability to compete in global markets, as evidenced in the attraction of new businesses and the expansion of existing businesses.

**Electric vehicles** – Vehicles that use one or more electric motors or traction motors for propulsion, using energy stored in rechargeable batteries.

**Equity** – The quality of being fair and impartial; proportional representation among all users of the transportation system.

**Goal** – A long-term (20-50 years) desired result toward which programs and activities are ultimately directed.

**Hub** – Ports and terminals that move goods or people between Florida regions or between Florida and other origin/destination markets in the U.S. and the rest of the world.

**Infostructure** – Technical structure supporting an information system. The design of an information resource so that it can be used and navigated efficiently.

**Level of Service (LOS)** – A quantitative examination of traveler quality of service provided by a transportation facility or service.

**Local Government Comprehensive Plan** – A city or county's plan that provides the policy foundation for local planning and land use decisions on capital improvements, conservation, intergovernmental coordination, recreation, open space, future land use, housing, transportation, coastal management (where applicable) and public facilities.

**Logistics** – All activities involved in the management of product movement; delivering the right product from the right origin to the right destination, with the right quality and quantity, at the right schedule and price.

**Long Range Transportation Plan (LRTP)/Metropolitan Transportation Plan (MTP)** – An MPO's long range (20-year or more) strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies.

**Metropolitan Planning Organization and Transportation Planning Organization (MPO and TPO)** – An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions

**Micromobility** – Transportation using lightweight vehicles such as bicycles or scooters, especially electric ones that may be borrowed as part of a self-service rental program in which people rent vehicles for short-term use within a town or city.

**Mobility** – Movement of people and goods.

**Mode** – Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger and freight), transit, space, and water.

# GLOSSARY

**Multimodal** – More than one travel mode potentially including auto, bicycle, bus, pedestrian, aviation, rail, seaports, and transit.

**Multi-Use Trail** – A paved, shared use path which is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints or volume of use.

**Objective** – A long-term general outcome that is achievable, measurable, and marks progress toward a goal.

**Origin** – The point in a trip where travel begins.

**Partners, Transportation** – Those parties with interests in transportation facilities and services including the public, local governments, metropolitan planning organizations, public and private sector users and providers, Native American Nations, the Florida Department of Transportation, and other federal and state agencies.

**Performance measure** – A measurement based on data that shows whether an agency or organization is meeting established goals and objectives.

**Progress indicator** – Data used to measure advancement toward the objectives and goals, enabling Florida to identify and track outcomes over time.

**Public-Private Partnerships** – A contractual agreement formed between a public agency and a private sector entity that allows for greater private sector participation in the delivery and financing of transportation projects.

**Regional Planning Council (RPC)** – A quasi-governmental organization that is designated by Florida law to address problems and plan solutions that are of greater-than-local concern or scope, and are to be recognized by local governments as one of the means to provide input into state policy development.

**Resilience** – The ability for the transportation system to absorb the consequences of disruptions, to reduce the impacts of disruptions and maintain mobility

**Rightsize** – Adjust to an appropriate size.

**Shared vehicles** – Vehicles used to move people or goods either at the same time where cost for the ride is shared among the riders or one after another to increase efficiency and reduce congestion.

**Stakeholders** – Individuals and groups with an interest in the outcomes of policy decisions and actions

**State of good repair** – The condition when a transportation asset is able to operate at full level of performance and poses no known safety risks,

**Strategic Intermodal System (SIS)** – Florida’s transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes

**Strategy** – An approach to achieve one or more desired goals

**Sustainability** – Meeting the needs of the present without compromising the ability to meet the needs of the future.

**SUNTrail** – FDOT program that provides funding to help communities develop the statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians

**Target** – A value of a performance measure representing the level of desired performance reflecting an agency’s goals and objectives.

**Transportation Disadvantaged** – People whose range of transportation alternatives is limited, especially in the availability of relatively easy-to-use and inexpensive alternatives for the trip making.

**Travel Time Reliability** – Conceptually, the ability to reach a destination on time.

**Vision** – A description of the future physical appearance and qualities of a community.

**Vulnerable Road Users** – Bicyclists, pedestrians, and motorcycles

**Wayfinding** – The process or activity of ascertaining one’s position and planning and following a route.

**Work Program** – The five-year listing of all transportation projects planned for each fiscal year by the Florida Department of Transportation, as adjusted for the legislatively approved budget for the first year of the program.

# FLORIDA

## Transportation Plan



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