

DRAFT

FLORIDA TRANSPORTATION PLAN
VISION ELEMENT

AUGUST 2015
FloridaTransportationPlan.com

FTP
Florida Transportation Plan

SIS
Strategic Intermodal System



Cover images:

Front – Liberty Rocket courtesy of Space Florida; pedestrians walking along A1A courtesy of seefloridago.org – Virginia Parnell

Back – Sunshine Skyway courtesy of seefloridago.org – Christine McDonald.

The Sunshine Skyway Bridge over Tampa Bay courtesy of seefloridago.org – Ben Johnson

Introduction



In 1915, the State Road Department was established with six employees and a total maintenance budget of \$16,410 to oversee 944 miles of paved roads and 3,777 miles of unpaved roads.

One hundred years later, Florida's transportation system is one of the largest and most complex in the United States. Our 12,099 miles of state road, 2,753 miles of rail, 53 transit systems, 780 airports, 15 deepwater seaports, and 2 spaceports support the nation's 4th largest economy and 3rd largest population with nearly 20 million residents and 100 million visitors per year.

The Florida Transportation Plan (FTP) is the single overarching plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. A primary emphasis of the Florida Transportation Plan implementation is Florida's Strategic Intermodal System (SIS), the high-priority network of transportation facilities critical to Florida's economic competitiveness and quality of life.

The Florida Transportation Plan is made up of three elements: the Vision Element (this document), the Policy Element, and the Implementation Element. The Vision Element describes the vision for Florida's transportation system over the next 50 years, based on input from statewide, regional, and local partners and the public through a statewide summit, the 35-member FTP-SIS Steering Committee, five regional workshops, local partner meetings, and online comment forms. These conversations about the future centered on five types of questions:

- **Where have we been?** How has our transportation system changed during the past century (pages 2 and 3)?
- **Where are we today?** What does our transportation system look like now (pages 4 and 5)?
- **Where are we going?** What factors will shape future demand for transportation in Florida (pages 6 and 7)? What range of futures should Florida's transportation partners prepare to address (pages 8 through 14)?
- **Where do we want to go?** What are the desired outcomes for Florida's transportation system during the next 50 years (pages 15 through 17)?
- **How do we get there?** What emphasis areas should guide Florida's transportation partners in accomplishing this vision (page 18)?

Florida's Transportation System

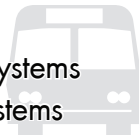
State Highways

12,099 Centerline Miles
6,783 Bridges



Public Transit

30 Urban Transit Systems
23 Rural Transit Systems



Rail

2,753 Railway Miles



Aviation

780 Airports
129 Public, **19** Commercial,
651 Private



Local Roads

107,674 Centerline Miles
5,091 Bridges



Bicycle/Pedestrian

5,888 Bicycle Facilities
3,214 Pedestrian Facilities



Seaports/Waterways

15 Deepwater Seaports
3,475 Miles of Intracoastal
and Inland Routes



Spaceports

2 Spaceports
10 Launch Facilities



Where Have We Been?



Image courtesy of State Archives of Florida, Florida Memory, <http://floridamemory.com/items/show/28143>.

1923

Tamiami Trail is first built in Collier County



Image courtesy of seefloridago.org - Ben Johnson.

1934

U.S. 98 opens as Florida-only U.S. highway



Image courtesy of seefloridago.com - Virginia Parnell.

1949

Official Florida Welcome Centers open to travelers

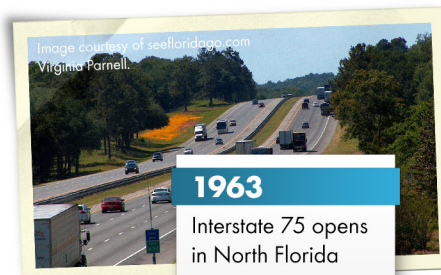


Image courtesy of seefloridago.com - Virginia Parnell.

1963

Interstate 75 opens in North Florida

1959

First segment of Interstate 4 opens

1915

1915

State Road Department is Authorized

1931

Edison Bridge opens to the public in Fort Myers

1940

1957

Florida's Turnpike opens

1965

1960

Construction of new Port of Miami begins
Metropolitan Transit Authority created in Miami

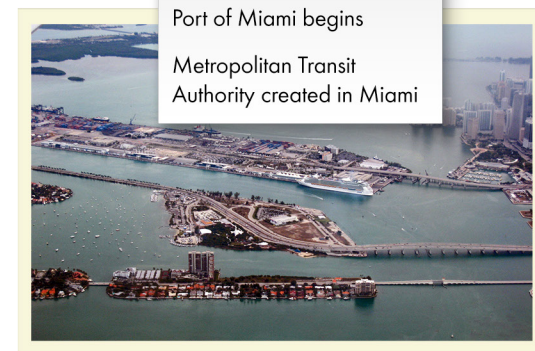


Image courtesy of seefloridago.com - Frank Broen.

1927

Bridge of Lions opens in St. Augustine



Image courtesy of seefloridago.org - Virginia Parnell.

1929

St. Andrews Bay Bridge opens in Panama City

1946

Drew Army Airfield is transferred to the City of Tampa for civil use as Drew Field Municipal Airport



Image courtesy of State Archives of Florida, Florida Memory, <http://floridamemory.com/items/show/157680>.



Image courtesy State Archives of Florida, Florida Memory,
<http://floridamemory.com/items/show/8632>.

Image courtesy of seefloridago.org - Ben Johnson.

Image courtesy of <http://www.portofmiamitunnel.com>.

1969

Kennedy Space Center launches Apollo 11 and sends the first man to the moon

State Road Department becomes FDOT

1983

Southwest Florida International Airport opens

1970

First metropolitan planning organization established

1986

First Florida Transportation Plan

2000

FDOT launches free Road Ranger service for highway assistance

1999

Electronic toll collection via Sunpass begins

2007

Miami Intermodal Center opens

2014

PortMiami Tunnel opens to provide access to the seaport
SunRail opens



2015

1972

Carnival Cruise founded

1985

Boca Grande Bike Path, Florida's first rail trail, opens

1993

Interstate 75 completed

2003

Strategic Intermodal System created

2008

Interstate express lane construction begins in South Florida

2015

Wekiva Parkway construction begins

1978

New Seven Mile Bridge opens to traffic in the Florida Keys

1982

Sunshine Skyway Bridge is rebuilt over Tampa Bay

1989

TriRail service begins in Southeast Florida

1987

Interstate 95 completed

2006

Space Florida created

2012

Autonomous vehicle technology is introduced in Florida



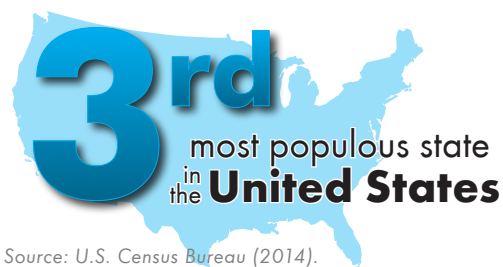
Image courtesy of seefloridago.org - Ben Johnson.



Image courtesy of seefloridago.org - Christine McDonald.

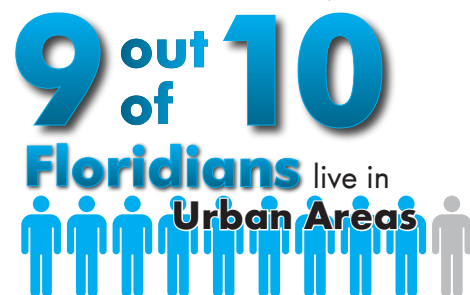
Where Are We Today?

Florida's Population



Source: U.S. Census Bureau (2014).

Where Floridians Live



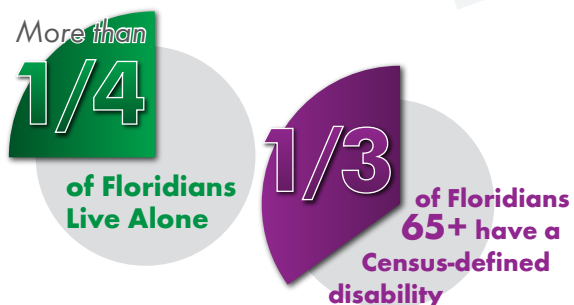
Source: U.S. Census Bureau (2014).

Florida's Health and Wellbeing



Floridians are **overweight or obese**, in part due to **limited physical activity**

Source: Florida Department of Health (2013).



Source: U.S. Census Bureau (2013).

Florida's Economy

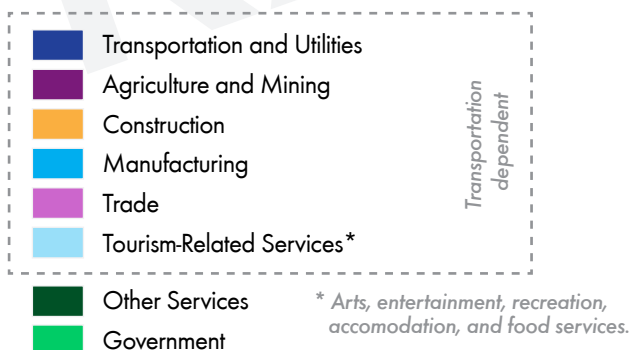


Source: U.S. Bureau of Economic Analysis (2014).



Source: U.S. Bureau of Economic Analysis (2014).

Florida's Gross Domestic Product by Sector



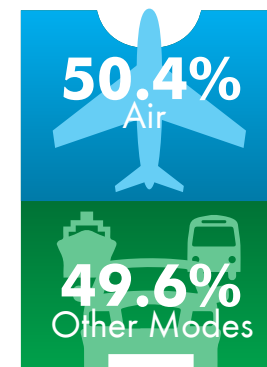
Source: U.S. Bureau of Economic Analysis (2014).

Florida's Tourism



Out-of-State Visitors

Source: Visit Florida (2015).



Mode Used to Arrive

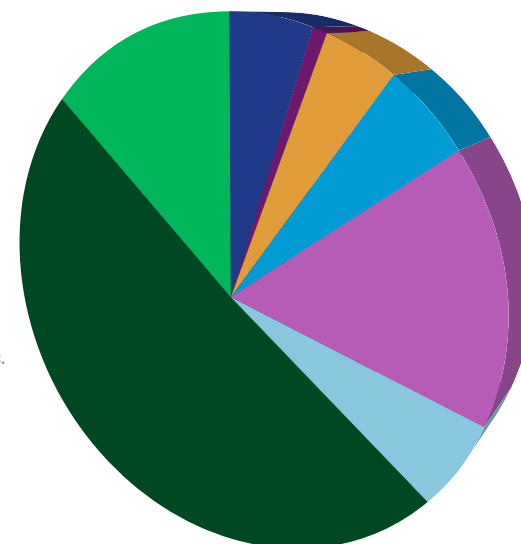
Growing Transportation Workforce

More than



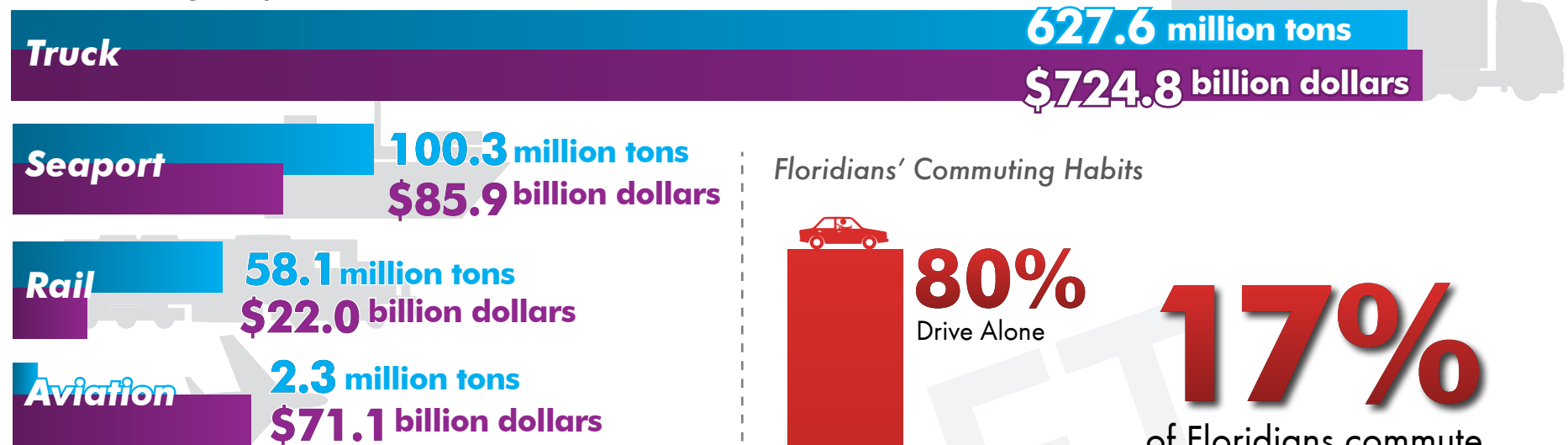
jobs in transportation, trade, and logistics

Source: U.S. Bureau of Labor Statistics (2014).



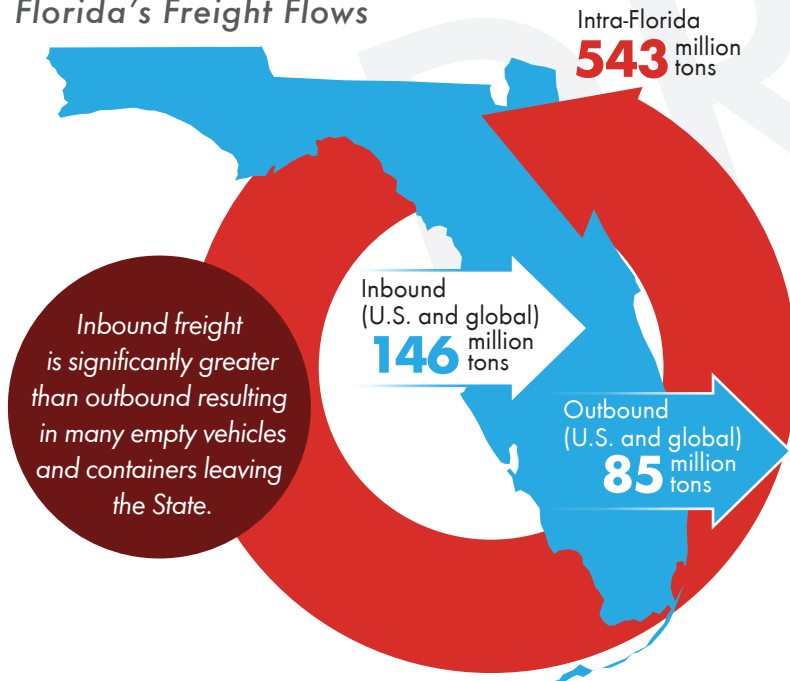


Florida's Freight (by volume and value)

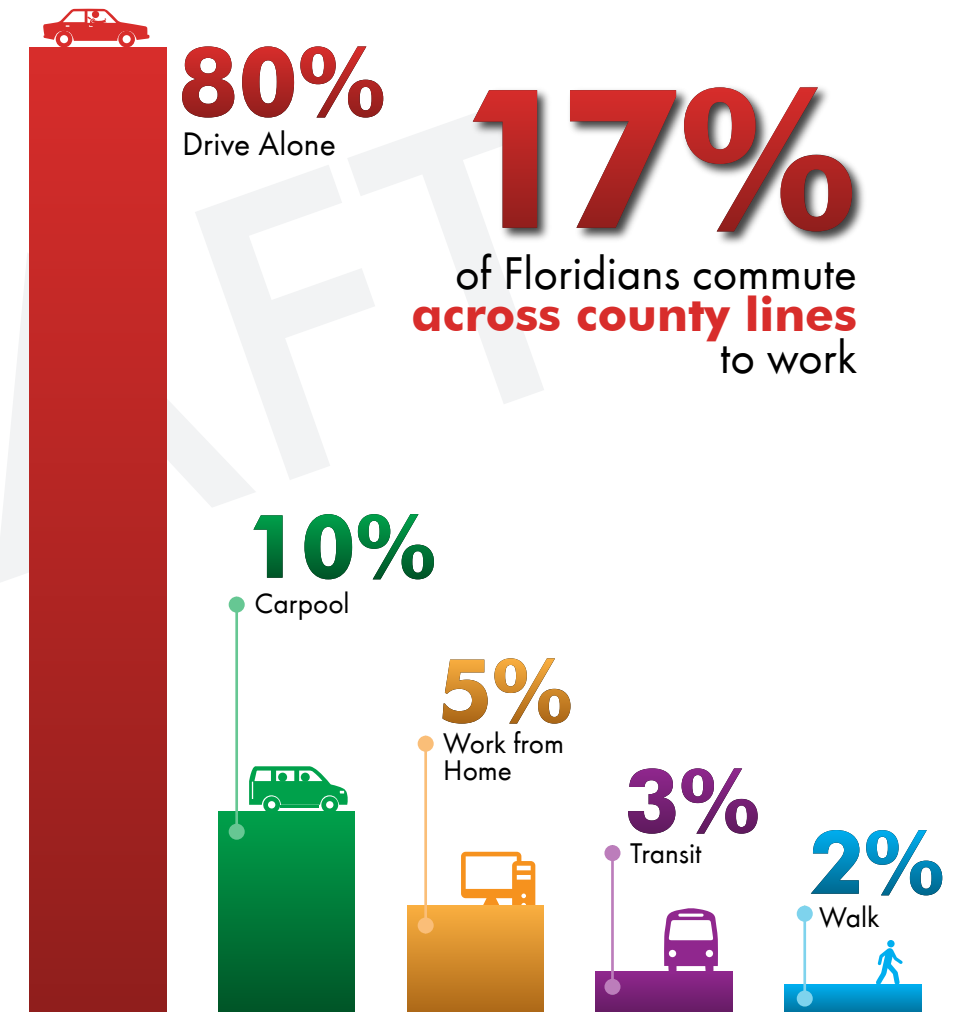


Sources: Truck & Rail – FHWA Freight Analysis Framework 3.4 (2011);
Aviation – FAA Air Carrier Activity Information System (2011);
Seaport – Florida Ports Council Five Year Seaport Mission Plan (2011).

Florida's Freight Flows



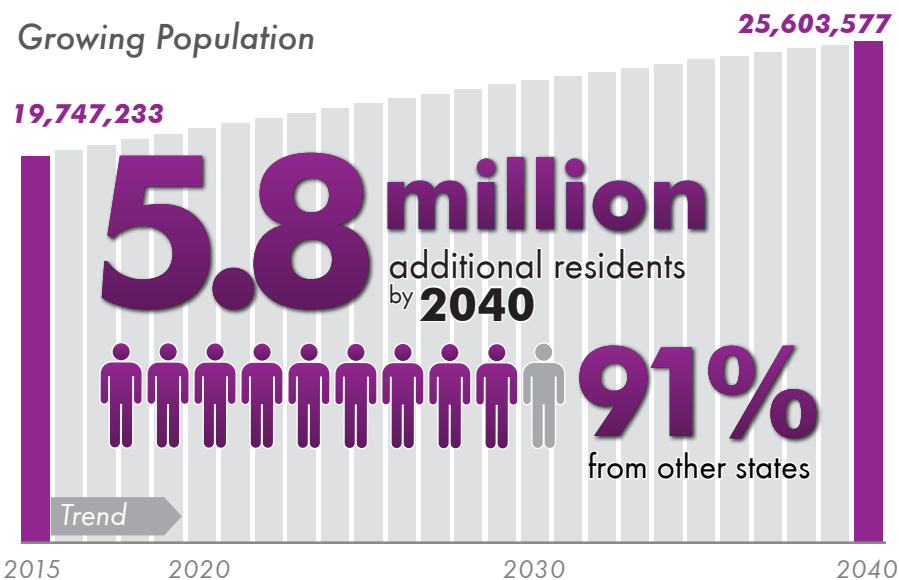
Floridians' Commuting Habits



Source: U.S. Census Bureau (2013).

Where Are We Going?

Growing Population



Source: University of Florida Bureau of Economic and Business Research (2014);
Florida Legislature Office of Economic and Demographic Research (2014).

Workforce is Getting Older

By 2030

33%

of Florida's current labor force will be **retired** or **planning to retire**

Source: Florida Chamber Foundation (2015).

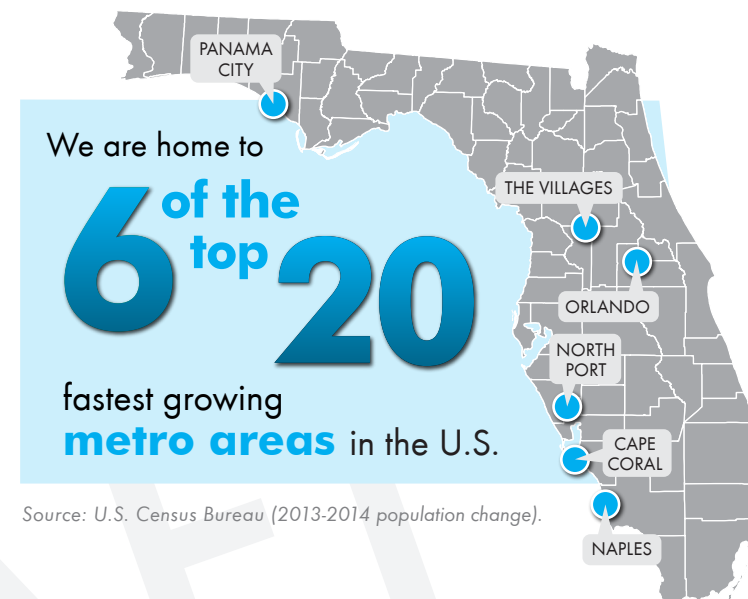
Population is Getting Older

24%

Over 65 in 2040

Source: University of Florida Bureau of Economic and Business Research (2014).

Growing Quickly



Source: U.S. Census Bureau (2013-2014 population change).

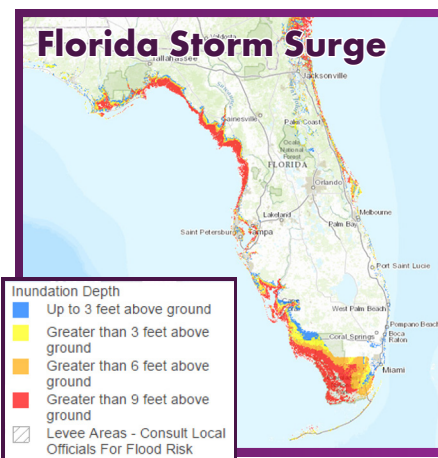
Growing Coastal Risks

Over

98%

of the State's population resides in **coastal counties**

Source: U.S. Census Bureau (2014).



Source: National Oceanic and Atmospheric Administration (2014).

1 out of 5



Floridians live in **Special Flood Hazard Areas**

Source: Federal Emergency Management Agency (2014).



Targeted Industries Have Different Transportation Needs



Source: Enterprise Florida (2014).

Growth in Freight

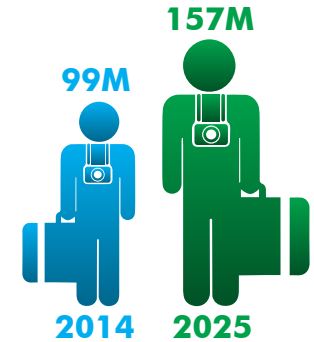


Source: Federal Highway Administration, Freight Analysis Framework 3.4 (2011).

Florida's Trade Goals

Enterprise Florida/Florida Chamber of Commerce goal is to **DOUBLE** Florida-origin goods exports every **5 Years**

Attracting More Visitors



Source: Office of Economic and Demographic Research (2015).

Becoming More Connected



Source: Gartner, Inc., "Predicts 2015: The Internet of Things," (2014).

Increasing Automation



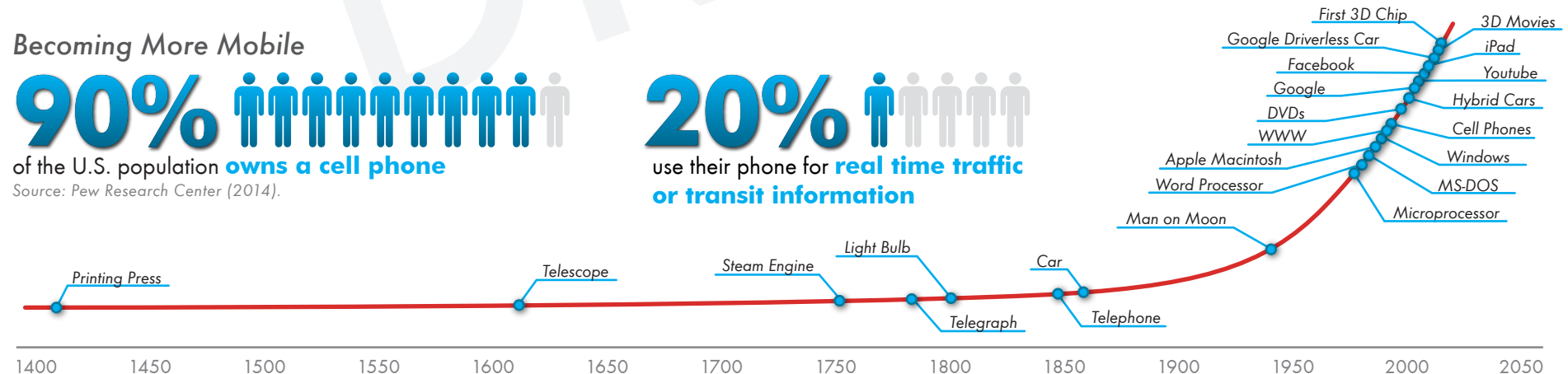
Robotics and automation could revolutionize transportation system maintenance and freight delivery practices

Source: U.S. Department of Transportation (2015).

Becoming More Mobile



Source: Pew Research Center (2014).



Integrating Technology More Quickly

Source: contrarian-investor.com.

Where Are We Going?

Potential Futures

Predicting the future is never an easy task. Most popular views of the future tend to be overly optimistic, overly pessimistic, or, most often of all, overly cautious, treating the recent past as prologue to a future with little change from today.

Florida could once rely on continuous uninterrupted growth but recently, predicting Florida's future has become increasingly complex. Florida's population surged from just under 5 million in 1960 to nearly 20 million today, while its economy surged from \$15 million in gross domestic product to more than

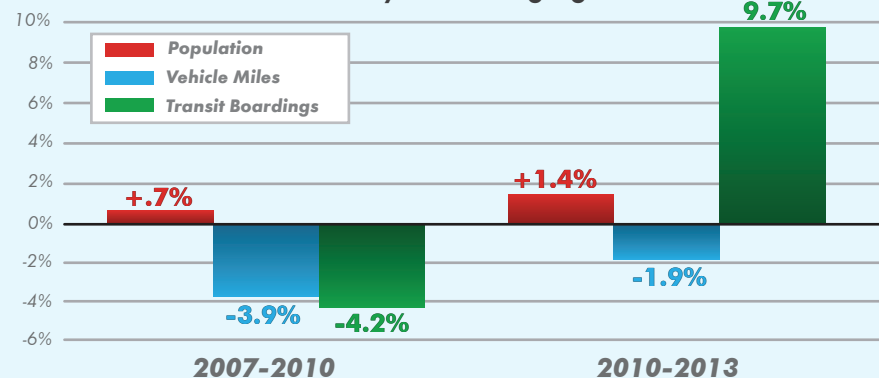
\$800 billion today. The number of drivers and vehicles increased at a comparable pace and state and local governments constructed an extensive network of roads to meet this growing demand. Florida's statewide transportation plans focused on how to continue to meet future growth.

During the past several years, Florida and the nation endured the most severe recession in post-World War II history, and began transitioning into a more diverse, globally integrated economy. Florida's travel patterns appear to be at a tipping point as well. Vehicle-miles traveled on the State's highway system declined 6 percent between 2007 and 2013, and only recently have begun to edge upward. Transit ridership, meanwhile, is up 10 percent since 2010, and younger Floridians are waiting longer to get driver's licenses and purchase cars.

As we look to the future, key questions include:

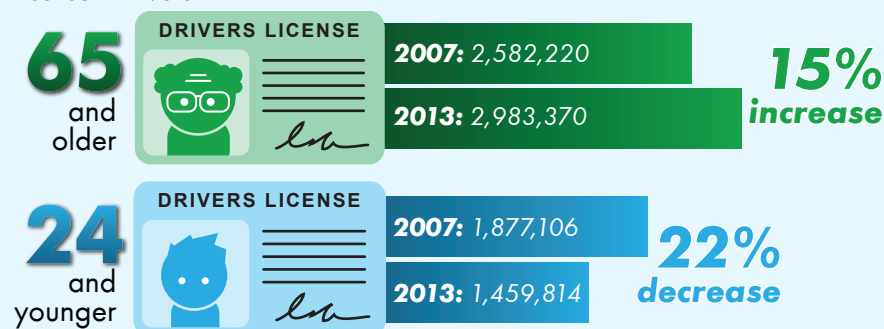
- Will highway travel return to its historic rate of growth as Florida's population and economy continue to expand? Is the recent growth in transit ridership a temporary change or a long-term change in how Floridians travel?
- Will a more diverse population with growth among retirees, millennials, and foreign-born residents change the types of transportation Floridians demand?
- Will Florida's economy continue to be dominated by agriculture, tourism, and construction, or will new industries such as logistics, life sciences, and advanced manufacturing become more significant and require different types of transportation?
- What are the implications of more frequent or severe tropical storms and hurricanes and sea level rise on Florida's coastal and inland communities and infrastructure?
- How will rapidly changing technologies – from driverless cars to 3D printing to wearable technology – impact the way we live, work, and travel?

Our Travel Preferences May Be Changing



Source: U.S. Census Bureau and Florida Department of Transportation (2014).

Licensed Drivers



Source: Florida Department of Highway Safety and Motor Vehicles (2014).



FDOT developed five potential futures to help guide discussion about the State's future transportation needs and opportunities. The five futures reflect an analysis of current trends and available forecasts; a review of global and national studies; and a synthesis of recently completed state and regional long-term visions and strategic plans. The intent is to help understand and prepare for the range of possibilities facing Florida's transportation system – not to select a single preferred future. Florida's future path may reflect elements from all five of these alternatives.

The following pages offer a glimpse of what each future might be like, along with thoughtful questions about potential trends related to each future and what the responses to these trends might be like. Potential futures include:

- **Return to Historic Growth.** High growth in population, visitors, and the economy, with similar development patterns and industry mix as today.
- **Rural Rediscovery.** Focus on rural areas and small towns, including traditional industries such as agriculture and eco-tourism, as well as newer sectors.
- **Global Trade Hub.** Significant expansion in global trade, tourism, and investment.
- **Innovation Hub.** Emphasis on technology and innovation, particularly in urban centers.
- **Risks on the Horizon.** Florida's future is at risk due to slowing population growth, economic uncertainties, or extreme weather events and climate trends.

More than 1,900 Floridians participated in a series of conversations about these futures, including:

- A statewide transportation visioning summit in December 2014 near Orlando;
- Five regional transportation forums in February 2015 in Delray Beach, Fort Walton Beach, Jacksonville, Sebring, and Tampa;
- Presentations and working sessions with a range of state, regional, and local transportation partners;
- Review by the 35-member steering committee guiding the FTP update; and
- An interactive website, including a structured survey, to gain public comment on these five futures.



Where Are We Going?

Return to Historic Growth

What If?

Florida's high rate of population growth resumes, trending back toward 800 or more people a day moving into the State?

Florida's economy remains focused on agriculture, construction, and tourism?

Population and economic growth concentrates on the fringes of existing urban areas and in newly developed areas along existing transportation corridors?

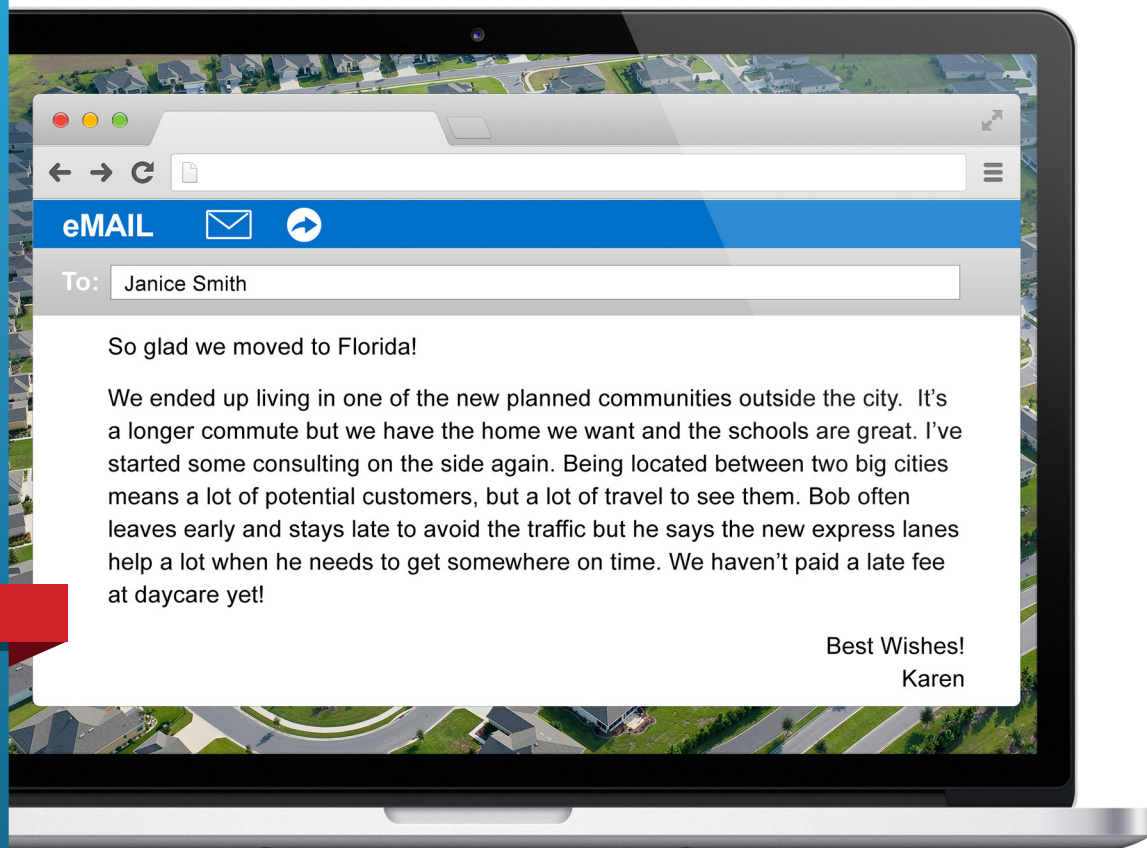
Gasoline prices remain low and new technologies do not catch on, continuing reliance on the motor vehicle as the primary way we travel?

Could We?

Continue to expand our highway system to accommodate continuously growing demand for moving people and freight?

Use technology and information to better manage our existing highway system?

Develop alternatives to highway transportation where there is sufficient demand?





Rural Rediscovery

What If?

Florida's agricultural sector expands to meet demand for locally grown food and export markets?

Rapid expansion in broadband and 3D printing enables specialized manufactured goods to be produced anywhere in Florida?

Florida's retirees, families, and visitors spend more time visiting recreational areas?

Rising costs and concerns about coastal flooding encourage more residents to move to inland Florida?

Could We?

Revitalize historic communities while preserving rural lifestyle?

Increase investment in farm-to-market freight routes, freight terminals, airports, and other infrastructure in rural and inland areas?

Improve connections from rural areas to major freight and passenger hubs in urban areas?

Expand recreational trails and access to natural places?

Business is booming for our small farm. Well, it used to be small but we became connected with an organic cooperative in town that specializes in exports. Now we can't grow fast enough. With improved roads and freight terminals in the county, my produce can be in restaurants the next day. Our neighbors are great and it seems like everyone is doing the same thing, but with different products – sustainable fish, custom manufactured parts, high-end web design – all made right here in rural Florida! Best part is that with my flexible schedule, I can find time to bike the nature trails, kayak the river, and get out for the deer season. So easy to get around this community, you should come visit!

- Jessica

Sally
77 F
Fayhu
7400



Where Are We Going?

Global Trade Hub

What If?

Florida's seaports and airports become the leading gateways for exports and imports serving Florida and the United States?

The value of Florida agricultural and manufactured products sold in global markets increases exponentially?

More than 150 million visitors travel to Florida each year – one third from overseas?

Florida becomes the premier location for multinational companies doing business in the United States, the Caribbean, and Latin America?

Could We?

Continue to deepen harbors, extend runways, and expand terminals to handle larger ships and planes?

Improve road and rail connections to major seaports and airports?

Improve long-distance truck and rail corridors to other states?

Develop a major truck/rail corridor in inland Florida to shift freight activity away from congested coastal regions and support planned intermodal hubs and facilities?

Use new technologies to improve the efficiency of the supply chain?

Create more options for visitors to easily move from airports and seaports to urban centers and major attractions?

Great trip to Florida! Caught a direct flight, then the new Maglev line directly to the convention center. Rented a bicycle from a bike share service and met some clients downtown for dinner. After the conference, I took the express rail across the State to spend a few days on the beach. Enjoying the time off but keeping up with email. Will use an on-demand shared vehicle tomorrow to explore the region. Flying back to Brazil Monday. Let's plan a longer trip together next year — there's so much to do here, and it's so easy to get around. Maybe I should convince my company to start a small office here.

- Filipe



Douglas
Bela
São Paulo
Brazil
013





Innovation Hub



What If?

Younger, skilled workers choose to establish their careers in Florida because of the State's high quality of life and growing economy?

Florida becomes a global leader in life sciences, information technology, aerospace, and other innovation industries?

People choose to live in urban neighborhoods where they can live, learn, work, and play in close proximity?

Could We?

Expand transportation choices in urban centers: walking, bicycling, shared vehicles, streetcars, light rail, and more?

Create more options for high-speed travel between Florida's urban centers without using a car?

Ensure fast delivery to markets for innovation industries?

Test and deploy automated and connected vehicles and other new technologies to increase the efficiency and safety of the transportation system?

Where Are We Going?

Risks on the Horizon

What If?

Migration of workers or retirees to Florida from other states slows dramatically?

A global crisis stalls Florida's tourism industry?

Florida's economy enters a period of prolonged stagnation?

Multiple hurricanes hit Florida in a single year?

Could We?

Invest in transportation to reenergize a stalled economy?

Protect our most strategic assets?

Consider where to repurpose (or abandon) infrastructure?

Adapt infrastructure to prepare for extreme weather events and climate trends?

Sorry to be so long in writing, we have been flat out since the hurricane hit. The schools have reopened but it will be months before our home is fully repaired. The bridge reopened in record time so we don't have the long detour to get to work anymore. Fortunately, the water taxi kept running and we all spent more time on the bike path. There is a project to repair the coastal road that was washed out. The county will raise the road, replenish the beach, and redesign to create more places for restaurants and shops. Who would have thought this stretch of the beach might come out stronger after such a terrible storm?

- Samantha

Jacob
242
Clear
843



Where Do We Want To Go?



Over the Next 50 Years We Want...

Safety and Security for residents, visitors, and businesses



Agile, Resilient, and Quality transportation infrastructure



Efficient and Reliable Mobility for people and freight



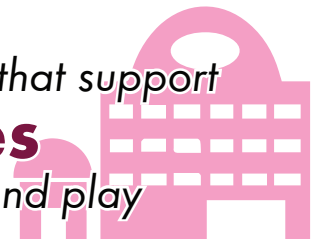
More Transportation Choices for people and freight



Transportation solutions that support Florida's global **Economic Competitiveness**



Transportation solutions that support **Quality Places** to live, learn, work, and play



Transportation solutions that enhance Florida's **Environment and Conserve Energy**



Where Do We Want To Go?

The future may be uncertain, but one thing is clear: we are hopeful about the future of our State. In summits, workshops, briefings, and on-line surveys, participants consistently expressed optimism that Florida's population and economy would continue to grow and that our quality of life and environment would continue to remain high. Building on the Six Pillars of Florida's Future Economy developed by the Florida Chamber Foundation, as well as other recent visioning and strategic planning exercises around the State, many recognized the critical role transportation must play in supporting this broader vision.

As we look to this future, seven aspects of Florida's transportation system are critical to our State's broader vision:

Safety and security for residents, visitors, and businesses.

We want a fatality free transportation system and the ability to travel on any mode without fear of serious crash or other incident. Achieving zero deaths on our transportation system is a long-term aspiration, but begins with focused efforts to achieve a significant reduction in the number of crashes – particularly those involving fatalities or serious injuries – each year.

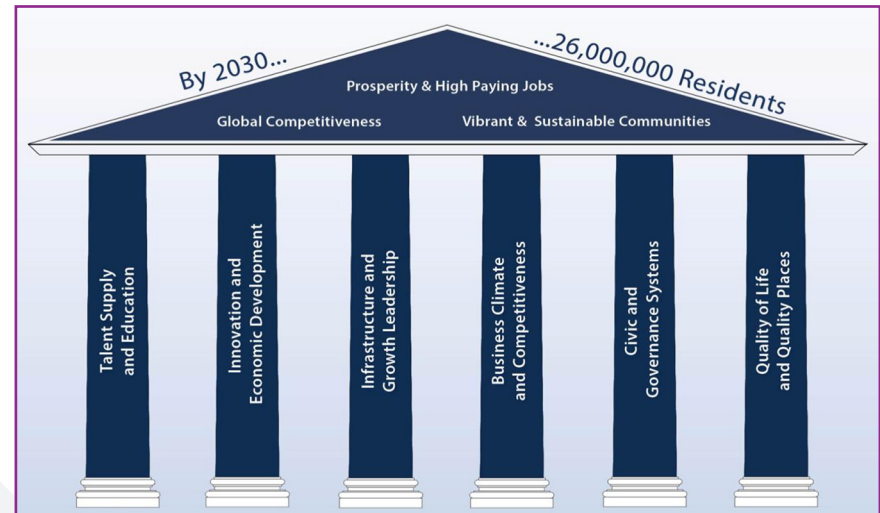
We would also like a secure transportation system. A secure transportation system has limited vulnerability to criminal activities such as cargo theft, terrorism, and cyber attack. A secure transportation system is not a conduit for human trafficking, smuggling, or shipments of invasive species or nuclear or biological threats. Finally, a secure transportation system is prepared for effective emergency response, whether from extreme weather, pandemics, or other emergency events.

Agile, resilient, and quality transportation infrastructure.

We will continue to strive for a transportation system that is in good condition across every mode and every level of geography. Good condition means our bridges are safe, our pavement is smooth, our buses and passenger rail vehicles operate without breaking down, and our ports and terminals operate efficiently.

We want to shift our focus from maintaining existing infrastructure to adapting infrastructure over time to meet changing opportunities and demands. We

The Six Pillars of Florida's Economy



Source: Florida Chamber Foundation.

want an infrastructure agile enough to implement new technologies and meet changing customer needs, such as the growing size of commercial vehicles and vessels, and resilient enough to withstand and recover from the impacts of extreme weather events and climate trends, such as sea level rise.

Efficient and reliable mobility for people and freight.

We place high priority on efficient and reliable mobility options for both people and freight. While we recognize some traffic congestion is a sign of a healthy urban area, to the extent possible, we want our transportation system to be congestion-free – that is, without unnecessary delay in moving people or freight on all modes and with reliable travel times. This includes eliminating delay associated with bottlenecks, crashes, and other incidents; and regulatory activities such as permitting, payment, or customs or immigration processing.

For our businesses, mobility also means an efficient supply chain allowing raw materials, component parts, and final goods to move from farm or factory to distribution center to consumer in a reliable, cost effective manner. High-quality customer service for residents, visitors, and businesses is essential.



More transportation choices for people and freight.

Florida's residents and visitors want the freedom to choose among and move seamlessly through different modes of travel from the start to the end of a trip. Our communities increasingly are looking for a wider range of transportation choices, including passenger rail, bus, shared vehicles, bicycles, and walking. Residents and visitors want these options to provide high-quality service and convenient schedules and routes serving key destinations. In particular, we need more options for people who are aging in place, have limited mobility, or are unable or choose not to drive. Our businesses seek multiple choices of transport to meet customer demands for goods and services.

Transportation solutions that support Florida's global economic competitiveness. We want Florida's transportation system to support our global competitiveness by meeting the changing needs of the economy. We want a transportation system that connects people to jobs, so businesses have access to skilled labor and our diverse population has access to economic opportunity, education, and training. We want Florida's transportation system to connect businesses to their suppliers, customers, and partners in related industries to build strong innovation clusters in sectors such as life sciences, aerospace, and other sectors related to emerging technologies. We want our transportation system to provide visitors with efficient, reliable connections to attractions throughout the State to continue to expand our world renowned tourism industry and encourage more visitors to experience multiple destinations throughout our State. We place high priority on connecting Florida's regions to one another in multiple ways – highway, rail, water, and air – to create an economy with the size and scale to compete with other “megaregions” in the United States or globally. A critical need to support all of these outcomes is a skilled workforce in transportation, trade, logistics, and related industries.

Transportation solutions that support quality places to live, learn, work, and play. A transportation system that helps support vibrant places is essential. This requires context-sensitive investments that support community and regional visions, meet the needs of diverse groups of residents, improve accessibility, and expand options for residents and visitors. We give priority to aligning transportation decisions with land use and

community development decisions to create great places in established urban centers, emerging markets, small towns, and rural areas. We must ensure that our transportation system supports healthier communities by creating more opportunities for walking, bicycling, and other active transportation by improving access to recreational areas, fresh food, health care, and other essential services. We also must ensure that our transportation decisions do no harm to existing communities. In an effort to achieve shared goals, we need to fairly and effectively balance the interests of different partners.

Transportation solutions enhance Florida's environment and conserve energy. Finally, we want Florida's transportation system to preserve and enhance Florida's unique environment. This requires sustainable infrastructure and investments to preserve, or where possible, restore the function and character of wildlife habitat, watersheds, and other important natural systems. Each transportation investment is an opportunity to advance environmental stewardship goals by incorporating materials, technologies, and design features that reduce energy consumption and air quality pollutants, such as greenhouse gases, and avoid creating barriers to (or possibly restore) movement of wildlife and water. Our broader transportation plans – in coordination with land use and development decisions – are opportunities to strategically align the overall footprint of the State's development so our economy and environment continue to thrive side by side.





How Do We Get There?

Florida's transportation vision can be achieved through collaborative efforts between FDOT and other state, regional, and local partners in the public, private, and civic sectors. Key emphasis areas for implementing all seven goal areas include:

- **Innovation.** Like many other industries, transportation is at a cusp of a revolution driven by new and converging technologies. From the first commercial aviation flight in 1914 to the first American in space in 1961, Florida has long been a leader in new approaches to transportation. The State must remain at the forefront of applying technology and innovation to all aspects of transportation – from automated vehicles to alternative energy sources to commercial space transportation to automated trip planning and payment. Transportation partners have the opportunity to examine innovative approaches to all transportation activities, from planning and design to construction to maintenance and operations.
- **Collaboration.** Transportation decisions in Florida are made by an array of state, regional, and local partners, including FDOT, 27 metropolitan planning organizations, 10 regional planning councils, 67 counties, 410 cities, 53 transit operators, 15 deepwater seaports, 129 public airports, 2 spaceports, and many other authorities and special districts. Making transportation decisions that support broader economic development, community, and environmental goals requires coordination and alignment with additional agencies and plans at all levels. In particular, careful collaboration between transportation and land use strategies is critical to many aspects of this vision; and increasingly, transportation solutions involve partnerships between the public and private sectors, including railroads, utilities, landowners, developers, and financial institutions. The State's transportation strategy should involve creating and sustaining effective collaboration and partnerships – in effect, an agile and efficient institutional infrastructure that supports the physical infrastructure.
- **Customer Service.** During the past decade, transportation agencies throughout Florida have begun to shift their focus from building infrastructure to supporting mobility for people and freight. This requires a focus on user needs and customer service. As part of achieving the State's vision, transportation partners have the opportunity to examine current processes and services to determine how to improve customer service – enhancing opportunities for stakeholders and the public to provide input into transportation decisions; better identifying and responding to the values and needs of residents, visitors, and businesses; improving communication to users; providing more options; and streamlining licensing, permitting, and other business and regulatory transactions.
- **Strategic Investments.** Transportation is an investment in Florida's future. State, regional, and local partners already face a significant backlog of transportation needs, and the vision outlined in this document will create new needs as well as refine existing priorities. The vision must recognize that investment resources are limited, particularly given concerns about the sustainability of existing revenue sources based on motor fuel taxes. FDOT, local governments, transportation authorities, the private sector, and other partners must make strategic investments in Florida's transportation system that lead toward the State's transportation vision and accomplish broader economic, quality of life, and environmental goals. This includes a continued focus on the Strategic Intermodal System, the State's high priority network of transportation hubs, corridors, and connectors.
- **Research, Data, and Performance Measurement.** Finally, the State's transportation partners must commit to an ongoing emphasis on research, data collection and analysis, and performance measurement to support all of the State's future transportation outcomes. This foundation will provide the basis for continuous improvement to plans and decision-making at the State, regional, and local levels. Rapidly evolving technologies are changing the amount and quality of data available to transportation customers and providers. Data access, connectivity, and integration may soon be as important to the operation of our transportation system as the physical infrastructure itself.

What's Next?



The Florida Transportation Plan includes three elements:

1. **The Policy Element** defines goals, objectives, and strategies for Florida's transportation future over the next 25 years. The Policy Element is the core of the Florida Transportation Plan and provides guidance to state, regional, and local transportation partners in making transportation decisions.
2. **The Vision Element (this document)** provides a longer-term view of major trends, uncertainties and opportunities that can come with them, and desired outcomes shaping the future of Florida's transportation system during the next 50 years.
3. **The Implementation Element** defines the roles of state, regional, and local transportation partners in implementing the Florida Transportation Plan, including specific short- and medium-term actions and performance measures. The Vision Element and Implementation Element support the Policy Element.

FDOT will continue to work with partners to implement the FTP and to adjust strategies as needed to reflect changing trends and events. As a primary emphasis of FTP implementation, FDOT will continue to work with partners to update and implement the Strategic Intermodal System (SIS) Policy Plan. FDOT also will update and implement statewide modal plans covering aviation, motor carriers, rail, and seaports to align with the FTP and SIS Policy Plan.

For more information or to provide comment on the FTP, please visit:

FloridaTransportationPlan.com



FDOT would like to thank all those who participated in the FTP/SIS visioning process. Without partner and public input, this update would not be possible. Input received from Florida's Transportation Visioning Summit, Florida's Transportation Visioning Regional Forums, partner presentations and working sessions, and the FTP/SIS Advisory Groups was crucial in developing the FTP Vision Element. Specifically, the FTP/SIS Steering Committee provides a leadership role to the FTP process as a whole and represents a wide variety of stakeholders.

FTP/SIS Steering Committee Members

Richard Biter, Florida Department of Transportation (Chair)

The Honorable Susan Haynie, Metropolitan Planning
Organization Advisory Council (Vice Chair)

Alice Ancona, Florida Chamber of Commerce

Karl Blischke, Florida Department of Economic Opportunity

Mark Bontrager, Space Florida

Janet Bowman, The Nature Conservancy – Florida Chapter

Ken Bryan, Rails to Trails Conservancy – Florida

Bob Burleson, Florida Transportation Builders Association

Laura Cantwell, AARP – Florida Chapter

James Christian, Federal Highway Administration

Andra Cornelius, CareerSource Florida

Karen Deigl, Florida Public Transportation Association

Jim Ely, Transportation and Expressway Authority Membership Florida

Cori Henderson, Enterprise Florida

Steven Holmes, Florida Commission for the Transportation Disadvantaged

Tisha Keller, Florida Trucking Association

Bill Killingsworth, Florida Department of Economic Opportunity

Rocky McPherson, Florida Defense Alliance

Bob O'Malley, Florida Railroad Association

Susan Pareigis, Florida Council of 100

Charles Pattison, 1000 Friends of Florida

Samuel Poole, Urban Land Institute – Florida Chapter

William Seccombe, Visit Florida

The Honorable Doug Smith, Florida Association of Counties

Chris Stahl, Florida Department of Environmental Protection

Patricia Steed, Florida Regional Councils Association

Paul Steinman, Florida Department of Transportation – District 7

Michael Stewart, Florida Airports Council

The Honorable Matthew Surrency, Florida League of Cities

Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles

The Honorable Karson Turner, Small County Coalition of Florida

Matthew Ubben, Floridians for Better Transportation

John Walsh, Florida Ports Council

The Honorable James T. Wood Jr., Metropolitan Planning Organization Advisory Council

Ken Wright, Florida Transportation Commission

In developing the Florida Transportation Plan Vision Element, 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.



TriRail passenger train station in West Palm courtesy of seefloridago.org - Ben Johnson.

