2045

FLORIDA
Transportation Plan

IMPLEMENTATION
ELEMENT

JULY 2022

On behalf of the Florida Department of Transportation (FDOT) and our partners, I am pleased to present the Implementation Element of the Florida Transportation Plan (FTP).

The FTP was developed with guidance from a 34-member advisory committee made up of representatives from our key partners, and it defines Florida's long-range transportation vision, goals, and objectives. This Implementation Element includes the strategies we'll use to move toward that vision and also outlines the short-term actions, roles, and responsibilities for implementing the FTP between now and 2025.

As OneFDOT, we work to provide the communities we serve with a transportation network that is safe, that supports economic growth, and that has the goal of being congestion and fatality free. Strategic goals like those in the FTP and the strategies included in the Implementation Element will help FDOT remain focused on our mission by emphasizing:

- **Congestion relief for Florida's fastest-growing areas** through innovative solutions for and investments on high-priority corridors to meet the needs of current and future residents.
- **Partnerships for community-centric mobility solutions** that address the individual and unique needs of rural, developing urban, and large urban areas across the state.
- **Supply chain resiliency and optimization,** which we can accomplish through enhanced coordination and operations of, and strategic investments in, a multimodal transportation system for moving freight and goods.
- **Next generation transportation solutions,** such as the deployment of connected and automated vehicles, private/public partnerships for intercity passenger rails, and advanced air mobility.

I want to thank the members of the FTP Steering/Implementation Committee, our partners, and the public who contributed to this plan. Your input and hard work will help us build a transportation network that embraces the character of communities across the state as we improve life for all Floridians. I look forward to continuing our work together.

Jared W. Perdue, P.E.
Secretary
Florida Department of Transportation

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INTRODUCTION › FTP IMPLEMENTATION ELEMENT

PURPOSE OF THE IMPLEMENTATION ELEMENT

The Florida Transportation Plan (FTP) is Florida's long-range transportation plan under both state and federal law. It defines Florida's long-range transportation vision and goals, and identifies strategies and performance measures to help Florida's transportation partners achieve those goals. It also provides the policy framework for the expenditure of the state and federal transportation funds that flow through the Florida Department of Transportation (FDOT). The FTP is a plan for all of Florida, developed by and providing direction to, FDOT and all state, regional, and local partners involved in planning and operating Florida's transportation system.

The FTP comprises four elements:

The ***Vision Element*** defines Florida's long-range transportation vision and goals for the next 25 years and beyond.

The ***Policy Element*** describes how we will accomplish the vision and goals. It defines objectives and strategies to guide transportation partners statewide during the next 25 years.

The ***Performance Element*** reports how our transportation system performs on key measures, currently focusing on safety, asset condition, and mobility.

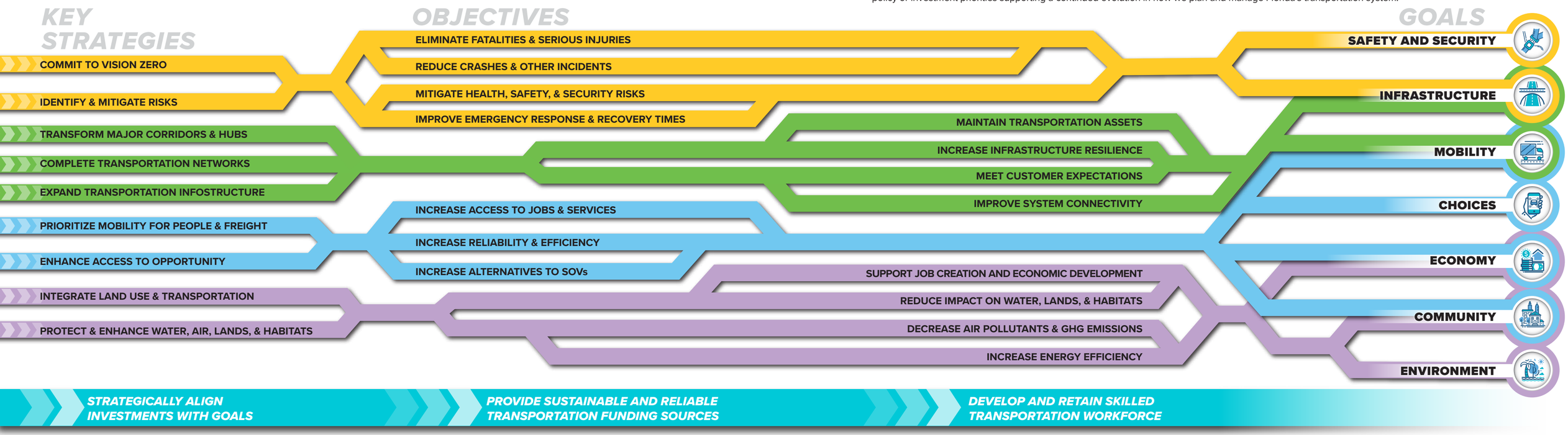
This document, the ***Implementation Element***, details how we will work toward implementation during the next five years. It details specific short-term actions and describes roles and processes for implementing the FTP and tracking progress toward accomplishing the vision and goals.

SETTING THE STAGE › FTP POLICY FRAMEWORK

The FTP ***Vision Element*** articulates how our transportation system can meet Florida's changing needs during the next 25 years and beyond. The vision is focused on **seven interrelated goals** for Florida's transportation system – ranging from safety and security to the environment.

SETTING THE STAGE › FTP POLICY FRAMEWORK

The ***Policy Element*** focuses on how we can work together to accomplish those goals. It defines **15 objectives** to support the goals. These are intended as measurable outcomes to help define and track progress toward the goals. It also defines **12 strategies** to achieve the greatest gains toward the goals: three **foundational strategies** addressing investment decisions, funding, and workforce needs important to all goals; and nine **key strategies** emphasizing bold shifts in policy or investment priorities supporting a continued evolution in how we plan and manage Florida's transportation system.



PREPARING FOR ACTION › THE IMPLEMENTATION ELEMENT

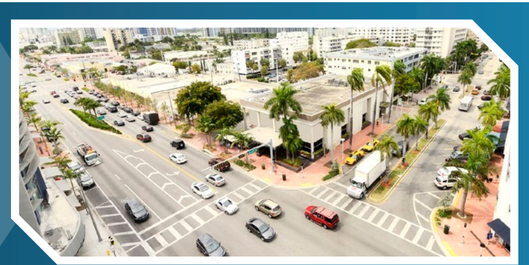
CREATING THE IMPLEMENTATION ELEMENT

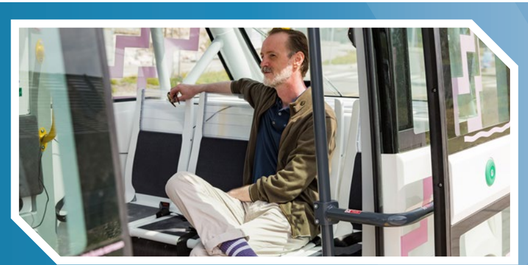
A 34-member Implementation Committee guided development of the Implementation Element. Convened by FDOT, this committee represents the same organizations that participated in development of the FTP Vision Element and Policy Element in 2020: local, regional, state, and federal agencies; all modes of transportation; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system. The Committee met four times during 2021, focusing at each meeting on defining actions for three of the 12 FTP strategies.

The committee drew upon several sources of input to define actions:

- The detailed recommendations of three subcommittees or working groups that met as part of the FTP update process, covering:
  - Safety;
  - Resilience; and
  - Technology, focusing on automated, connected, electric, and shared vehicles, and associated transportation technology infrastructure or "infostructure."
- Focused policy input from an additional working group of statewide environmental partners convened by FDOT in 2021.
- The extensive partner and public involvement process that occurred during the FTP update in 2020 including a statewide visioning session, a virtual conference, and **247 briefings** at regularly scheduled or specially convened partner meetings, involving more than **12,800 participants**. This process also included five surveys with a total of **1,880 responses**.
- Ongoing coordination with key external partners, including presentations during 2021 to the Metropolitan Planning Organization Advisory Council, Florida Regional Councils Association, Florida Association of Counties, Florida Public Transportation Association, Floridians for Better Transportation, and TEAM Florida.

FDOT staff supported the committee by identifying potential areas of collaboration with other statewide, regional, and local plans; identifying effective practices in place in other states; and reviewing opportunities related to changes in state and federal legislation, including the Bipartisan Infrastructure Law (BIL) enacted by the U.S. Congress in late 2021.





PREPARING FOR ACTION › THE IMPLEMENTATION ELEMENT

The Implementation Element defines actions for each strategy in five key areas:

Collaboration – how we work with partners across sectors, modes, and disciplines.

Customers – how we understand and respond to customer values and preferences, enhance public input and engagement, and improve customer service.

Performance & data – how we improve the use of performance measures and data to monitor conditions, guide investment decisions, and demonstrate progress toward the FTP goals.

Policy, planning, & decision-making – how we evolve policies, planning, and investment decision-making processes to address the FTP goals, embrace innovation, and provide greater agility and resilience to address known and unexpected opportunities and risks.

Regional & local flexibility – how we provide more flexibility in implementation to develop community-centric solutions that address the diverse needs of all Florida communities, including urban, suburban, and rural areas as well as the natural environment.

The core of the Implementation Element is organized around the 12 FTP strategies, with each strategy covered in a two-page spread. The left side of each spread highlights why the strategy is important, describes current practices, and identifies major opportunities and challenges. The right side of each spread defines actions in the five areas.

Why is this strategy important?

The public and private organizations that own and operate Florida's multimodal transportation facilities and services spend billions of dollars each year to plan, develop, build, maintain, and operate the system. Focusing these investments is an essential element of achieving the seven FTP goals.

Florida's transportation system is owned and operated by local, state, and federal agencies; transportation authorities; and private sector companies such as freight railroads, intercity rail and bus providers, and terminal operators. Each has its own process for making investment decisions. The FTP serves as a guide for all partners. FDOT, metropolitan planning organizations (MPO), and local governments typically make investment decisions based on multiple factors, including relevant laws and regulations, agency priorities, performance targets, and public and partner input.

As an example, FDOT allocates resources across program areas based on statutory requirements, FTP goals and objectives, and performance targets. The targets include those established in state law and as FDOT policy, as well as those set to meet federal requirements. State investment priorities identify safety as the highest priority, followed by preservation of existing roads and bridges, and additional statutory requirements such as the Strategic Intermodal System (SIS) and small county programs. The remaining funds generally are allocated for capacity or other system enhancements. FDOT sets priorities within each program based on factors including state and federal requirements, FTP and other statewide plan goals and objectives, performance targets, project readiness, and public and partner input.

MPOs use similar processes, focusing on relevant federal/state guidelines, board priorities, and metropolitan transportation plan goals, objectives, and performance targets. Some MPOs allocate resources across programs areas and then from programs to projects; others focus on the best approach to prioritizing all projects within available revenues.

This investment decision-making process allows statewide, regional, and local priorities to advance at the same time, but with limited resources, a strategic and coordinated approach is critical. There are two major sets of opportunities for better aligning decision-making to support FTP goals:

- **Improve processes used to make decisions at the program and project levels.** Approaches could include reevaluating processes to consider all goals; enhancing data, tools, and methods; and advancing specific opportunities such as regionally significant projects, rural projects, multimodal solutions, and emerging mobility solutions that may not be fully addressed through existing processes.
- **Enhance processes used to identify needs and scope projects so optimal solutions are advanced.** Partnerships between agencies or between the public and private sector can create opportunities for multimodal, multiuse, or cross-sector solutions that accomplish multiple goals at the same time – for example, including a multiuse trail in a highway corridor right of way. Projects also can be "rightsized" to better match solutions to anticipated needs over time – for example, considering an innovative intersection design or the use of technology instead of a large new construction project.

STRATEGICALLY ALIGN INVESTMENTS WITH GOALS

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Promote examples of effective partnerships among state, regional, and local agencies and the private sector to identify investment opportunities that would accomplish multiple goals.
- Identify and eliminate barriers to multimodal, multiuse, and cross-sector partnerships.
- Strengthen collaboration on federal discretionary grants and other funding sources outside of the normal transportation planning and programming processes to advance FTP goals.

CUSTOMERS

- Strengthen public and partner awareness of and opportunities for input into FDOT and MPO resource allocation and prioritization decisions.

PERFORMANCE & DATA

- Expand use of performance measures to support decision-making, including newer topics like accessibility and resilience.
- Refresh resource allocation and project prioritization methods, tools, and data to support FTP goals and performance targets and take advantage of new or enhanced data sources.

POLICY, PLANNING, & DECISION-MAKING

- Periodically reevaluate statewide and MPO resource allocation and project prioritization processes to help accomplish FTP goals and meet state and federal performance targets.
- Identify opportunities to integrate safety, resilience, or accessibility improvements into preservation or capacity/enhancement projects.
- Provide guidance on how to adjust project scopes and rightsize investments to reflect changing conditions and opportunities.
- Strengthen regional and corridor planning processes to identify packages of projects that function collectively to address needs and priorities from a systems or network perspective.

REGIONAL & LOCAL FLEXIBILITY

- Provide greater flexibility for use of state and federal funding to address unique needs and opportunities in large urban or developing urban areas, including balancing statewide and regional travel needs involving major facilities.
- Strengthen long-range planning, needs assessments, and prioritization processes in rural/non-metropolitan areas, including greater flexibility to advance innovative connectivity or reliability solutions that might not meet traditional prioritization criteria focused on traffic and congestion.

Why is this strategy important?

Transportation funding is a long-term investment in Florida's future. Sustainable and reliable funding sources are needed to plan and implement long-term investments. This strategy supports all other FTP strategies.

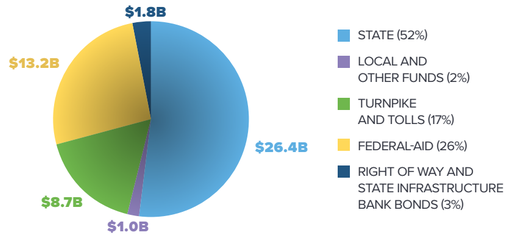
Transportation funding in Florida today comes from a wide variety of sources:

- **Local governments,** including motor fuel taxes; sales taxes; parking, permitting, impact, and other fees; and general government contributions from the property tax or other sources;
- **State government,** including taxes on motor fuels and aviation fuels, motor vehicle license related fees, and a portion of documentary stamp and rental car surcharge revenues;
- **Federal government,** including taxes on motor fuel purchases, heavy truck and trailer sales, heavy vehicle use, aviation passengers, waybills, and waterborne cargo and passenger cruise ships, augmented by general fund appropriations;
- **User fees,** including toll revenues and passenger fares; and
- **Private sector sources,** including private investment in privately owned facilities and private/public partnerships.

Statewide, the near-term outlook is positive due to a combination of the economic recovery; federal stimulus dollars through the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the American Rescue Plan Act (ARPA); and reauthorization of the federal surface transportation programs under the BIL. FDOT is projected to receive a 35 percent increase in federal funding allocated by formula during the five-year period covered by the BIL. FDOT, MPOs, local governments, and other partners also will be able to compete for $187 billion in discretionary federal funding to be awarded through 34 competitive grant programs.

Even with this increase, available transportation funding is anticipated to fall short of total investment needs. There is no single estimate of the gap between investment needs and available funding covering the entire state for all modes. The increases in fuel efficiency, growing use of electric and other alternative fuel vehicles, and shifts from driving to other modes mean less revenue from the motor fuel tax, which is the primary source of transportation funding at the state and federal levels. To help provide the predictability needed to make long-term investment for all modes, Florida's transportation partners will:

FLORIDA DEPARTMENT OF TRANSPORTATION TOTAL FUNDING BY SOURCE
FY 2022-2026 (TOTAL 5-YEAR ADOPTED WORK PROGRAM $51.1B)



- **Continue to maintain a diverse portfolio of transportation revenue sources.** This may include expanding use of local option funding sources, user fees, and private funding sources.
- **Improve the sustainability and stability of revenue sources** during economic and fiscal cycles, as well as preparing for the anticipated decline in the value of the motor fuel tax.

PROVIDE SUSTAINABLE & RELIABLE FUNDING

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Promote effective examples of public/private and state/regional/local partnerships to leverage funding sources and achieve multiple goals.
- Identify and remove barriers to funding partnerships.

CUSTOMERS

- Strengthen public education and awareness about how transportation is funded and long-term investment needs.

PERFORMANCE & DATA

- Continue to measure and report on the return on investment and other benefits of transportation funding.
- Conduct research and monitor pilot tests in other states on potential alternatives to motor fuel taxes, such as mileage-based user fees, electric vehicle impact fees, mobility fees, and other approaches to generating revenue from mobility and transportation infrastructure. Document the administrative costs and equity impacts associated with these approaches.

POLICY, PLANNING, & DECISION-MAKING

- Update estimates of long-term investment needs and funding shortfalls.
- Identify strategic opportunities to advance high priority initiatives and projects through discretionary federal funding opportunities.
- 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.

REGIONAL & LOCAL FLEXIBILITY

- Strategically position MPOs, local governments, and other partners to pursue federal discretionary grant funds.
- Encourage local governments to maximize local option funding sources and explore innovative revenue generation models.

Why is this strategy important?

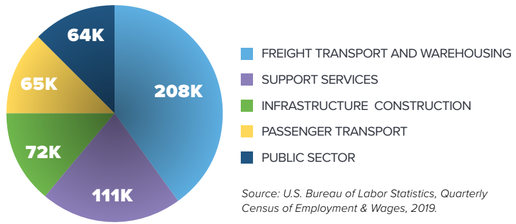
Florida's transportation workforce provides the minds, hands, and feet to meet daily customer needs for moving people and freight and operating and managing a multimodal transportation system. Developing, attracting, and retaining a skilled transportation workforce is foundational to accomplishing all FTP goals.

More than 520,000 Floridians are employed in transportation-related industries, including freight transportation and logistics; passenger transportation services; and transportation system planning, construction, maintenance, and operations. The transportation workforce makes up about six percent of all jobs in Florida, with most of these jobs in the private sector.

Demand for transportation workers is growing. The Florida Department of Economic Opportunity (DEO) estimates Florida will need more than 91,000 net new transportation workers between 2021 and 2029 to account for industry growth and retirement and attrition of existing workers. Many occupations face significant shortages of skilled workers, in part due to the impacts of the COVID-19 pandemic and global economic cycle of the past few years. This shortage also reflects longer-term forces, including the aging of many existing workers. The U.S. Census Bureau estimates half of transportation workers nationally are over the age of 45, and one in four are likely to retire by the year 2030. The American Trucking Associations estimates the trucking industry nationally is short 80,000 long-haul drivers today – and may need more than 1 million new drivers over the next 10 years to accommodate growing demand and retirements of current workers.

DEO estimates about 38 percent of all transportation job openings in Florida through 2029 will require some form post-secondary education or higher. Strong growth is anticipated for entry-level jobs such as freight handlers or warehouse and distribution workers that do not require formal education beyond a high school diploma. Occupations with significant future job openings that require post-secondary training or certifications include light and heavy truck drivers; equipment operators and skilled professional positions such as logisticians; distribution managers; and air, marine, and truck technicians. Public sector transportation agencies are experiencing a similar shift, with greater emphasis on customer service, communications, data analytics, and emerging technologies.

TRANSPORTATION-RELATED JOBS IN FLORIDA



Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment & Wages, 2019.

Transportation and workforce partners in Florida initiated several approaches to developing, attracting, and retaining workers during the past several years. CareerSource Florida targeted training grants through its FloridaFlex program to meet needs for trade and logistics workers around seaports, airports, and intermodal logistics centers. Many of the state's 24 workforce development boards implemented specific initiatives with employers, training providers, K-12 systems, and colleges and universities. FDOT implemented a Statewide Workforce Development Program to recruit and train transportation construction workers.

Florida must build on and accelerate these activities to continue to maintain and expand its transportation workforce. Key activities could include expanded and more integrated certification, training, and education programs; greater emphasis on attracting younger and non-traditional workers; and innovative approaches to job-based training, upskilling of existing workers, and recruitment and retention in fields with chronic shortages.

DEVELOP & RETAIN A SKILLED WORKFORCE

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Collaborate with workforce and education partners to identify and implement best practices for developing, attracting, and retaining transportation workers, with emphasis on priority gaps such as truck drivers and construction workers.
- Enhance collaboration among public and private mobility service providers to maximize the use of available drivers and other staff.

CUSTOMERS

- Implement statewide marketing programs to attract a more diverse transportation workforce, including non-traditional workers.
- Identify and implement incentives for workers to pursue training and certification opportunities in transportation, such as work-based learning strategies or employer or public sector partnerships to reduce the cost of training programs or secure job placement opportunities in advance of program participation.
- Expand capacity of training and certification programs in transportation industries.

PERFORMANCE & DATA

- Identify and regularly track current and future workforce supply, demand, and gaps in transportation and related industries.

POLICY, PLANNING, & DECISION-MAKING

- Identify and help remove regulatory barriers to recruiting and retaining workers in transportation-related fields, such as reducing the time or cost involved in licensing commercial drivers while continuing to ensure safety and security.
- Coordinate a sector strategy for transportation and logistics workforce to develop, attract, and retain a skilled workforce that meets long-term customer needs and creates pathways for workers to pursue careers in these industries.

REGIONAL & LOCAL FLEXIBILITY

- Advance regional workforce development strategies involving transportation partners (FDOT Districts, MPOs, modes, etc.) and workforce and educational partners (CareerSource regional workforce development boards, state colleges, K-12 systems, etc.).

FROM STRATEGY TO ACTION › VISION ZERO

Why is this strategy important?

Eliminating roadway fatalities remains the highest priority for Florida. Even a single death on Florida's transportation system is unacceptable. We recognize achieving zero fatalities and serious injuries will not be easy and will require commitment, energy, and innovation.

Florida has been committed to a transportation system free of fatalities and serious injuries for more than a decade and has established a formal target of zero in all federally required planning documents. All of Florida's MPOs are committed to the vision of zero fatalities and serious injuries with 19 of Florida's 27 MPOs adopting a formal target of zero. This commitment mirrors the national focus on "Vision Zero" most recently articulated in the United States Department of Transportation's (U.S. DOT's) first ever National Roadway Safety Strategy.

Florida's Strategic Highway Safety Plan documents how FDOT, the Florida Department of Highway Safety and Motor Vehicles, and Florida's traffic safety partners will continue to make progress toward zero. Florida has broadened its safety strategy to align with the Safe System approach. This approach emphasizes integrated solutions that account for the safety impacts of user behavior, safer speeds, and vehicle innovations. The integrated approach includes addressing how land use, design, public health, and equity relate to safety, as well as bringing partners like law enforcement and emergency response to the table earlier in the planning process. The National Roadway Safety Strategy and the BIL embrace the Safe System approach, and the BIL provides a significant increase in funding for safety programs.

Many of Florida's MPOs and local jurisdictions embrace Vision Zero. Some of Florida's largest cities, including Fort Lauderdale, West Palm Beach, Orlando, and Tampa, formally adopted a Vision Zero plan or strategy. This commitment to zero must be approached holistically, relying on key partnerships at the state, regional, and local levels while prioritizing all elements of the Safe System approach.

Safety on non-highway modes is addressed in various related modal plans, prioritizing the safe and efficient movement of people and goods. Florida continues to emphasize the importance of improving asset condition and monitoring vehicle condition through regular inspections. Florida's transit providers develop System Safety Program Plans that establish transit safety targets and monitor safety performance.

COMMIT TO VISION ZERO AS OUR TOP PRIORITY

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Encourage regional and local governments to adopt Vision Zero policies and action plans; provide technical support to local governments for advancing Vision Zero/Safe System solutions including speed management, advancing Complete Streets/context classifications, and integrating safety into community planning and land use decisions.
- Build on Florida's Target Zero marketing campaign, existing safety coalitions, and community traffic safety teams to involve partners earlier in the planning process (e.g., involving law enforcement and first responders in project planning and design) or to bring new partners to the table (e.g., technology providers or insurance companies).

CUSTOMERS

- Encourage customers to adopt in-vehicle technologies that improve safety through education, incentives, and other initiatives.
- Implement effective strategies for expanding use of public transportation, active transportation, and shared mobility services with lower safety risks, including increasing the sense of personal health and safety for customers using these services.
- Monitor trends and identify mitigation and response strategies for potential security and public health risks related to use of the transportation system, including human trafficking, infectious disease, and invasive species.

PERFORMANCE & DATA

- Enhance data and tools for supporting strategic decision-making, such as the use of real-time data and predictive analysis.

POLICY, PLANNING, & DECISION-MAKING

- Strategically implement policies and countermeasures, using best available data and data analyses, to reduce fatalities and serious injuries most effectively on all modes of transportation.
- Review maintenance, operations, and capacity funding programs to identify opportunities for providing greater priority and flexibility for addressing safety solutions.
- Increase priority for safety in MPO and statewide resource allocation and project selection activities.

REGIONAL & LOCAL FLEXIBILITY

- Regularly evaluate policies and guidelines to ensure flexibility for innovative community-oriented solutions for improving speed management, intersection safety, bicycle/pedestrian safety, and other safety emphasis areas. Identify and reduce regulatory, information, organizational, and other barriers to facilitate the best solutions for specific safety problems.

Why is this strategy important?

Identifying risks and mitigating potential impacts are important for success in achieving all FTP goals, particularly in providing agile, resilient, and quality transportation infrastructure. Efforts to adapt, prepare, withstand, and recover from disruptions and risks can improve recovery times and emergency response; reduce fatalities and serious injuries, mitigate health, safety, and security risks; and maintain infrastructure in a state of good repair.

FDOT, MPOs, regional agencies, local governments, and modal partners understand the significance of identifying and mitigating risks. They are working more frequently together to respond to increases in the frequency and severity of events (such as intense storms, pandemics, and supply chain disruptions) and chronic stresses (such sea level rise and extreme heat).

FDOT is providing tools and resources; coordinating with national, state, regional, and local agencies; performing vulnerability assessments; changing procedures and manuals; and, most importantly, incorporating measures in transportation projects to reduce risks. For example, FDOT supports the Sea Level Scenario Sketch Planning Tool, which is being used by numerous communities to evaluate risk and potential impacts to surface transportation systems from sea level rise and flooding. FDOT also participates in national and state resiliency research such as improving asphalt pavement resiliency due to flooding, investigating methods for establishing a resiliency index, and enhancing state DOT risk and resiliency initiatives.

Many MPOs and local governments are addressing infrastructure and community resiliency by establishing policies or targets, conducting vulnerability assessments, enhancing known trouble spots, and preparing capital improvement plans. The Florida Department of Environmental Protection (DEP) is charged with developing and maintaining a Statewide Flooding and Sea Level Rise Resilience Plan. FDOT will prepare a resilience action plan for the State Highway System that meets Florida legislative requirements (Section 339.157, F.S.) and supports federal funding opportunities identified by the BIL. The BIL also requires FDOT, in consultation with MPOs, to develop and regularly update a carbon reduction strategy to reduce emissions involving the transportation system.

Spaceport, airport, seaport, rail, and transit infrastructure and services are not immune to disruption and stresses. Operators of these facilities/services have continuity of operation plans and also are using master planning to evaluate and implement long- and short-term resiliency needs. Example adaptation strategies are elevating or hardening infrastructure, establishing operational procedures, and taking steps to protect fleets as well as infrastructure.

Enhancing resiliency will require various actions to protect infrastructure and avoid, absorb, or reduce potential impacts. Enhancing resiliency by identifying and mitigating risks can be an expensive undertaking. It requires making decisions based on uncertain information about risks and possible consequences or benefits of action. It also will require hard decisions such as potentially prioritizing infrastructure most critical to Florida's people and economy. Such decisions will require partners to collaborate on solutions addressing infrastructure and community needs.

IDENTIFY & MITIGATE RISKS

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Leverage and support regional resilience coalitions to identify risks and develop integrated solutions.
- Coordinate with state and local hazard mitigation strategies to define actions for transportation- and evacuation-related risks.

CUSTOMERS

- Expand use of Transportation Systems Management and Operations to support real-time operations and provide status information on multimodal transportation systems during major events.

PERFORMANCE & DATA

- Incorporate resilience data, practices, and performance measures into transportation planning, design, construction, operations, and maintenance processes.
- Enhance tools and processes to consider return on investment in asset management, including the cost of inaction.

POLICY, PLANNING, & DECISION-MAKING

- Develop a statewide resilience action/improvement plan meeting state and federal requirements and a carbon reduction strategy meeting federal requirements.
- Identify vulnerable infrastructure and resilience needs and evaluate potential solutions through statewide and regional assessments.
- Conduct post-response evaluations to identify lessons learned and actions to continuously improve mobility and reliability during major events.
- Implement innovative and adaptive solutions (including nature- or technology-based approaches) that reduce risk and preserve function across the lifecycle of a facility.
- Identify long-range needs to adapt existing infrastructure, provide more redundancy, or relocate infrastructure from vulnerable areas.
- Develop program and eligibility guidance to identify and maximize funding for transportation resilience needs.

REGIONAL & LOCAL FLEXIBILITY

- Provide technical and financial support to local governments and regional partnerships to conduct vulnerability assessments, develop resilience strategies, and implement actions identified as part of area-specific adaptation plans. Place emphasis on regionally significant transportation facilities, including those that connect to and support the SIS.
- Collaborate with local governments and regional partnerships to develop community-based programs and projects addressing both state and locally owned infrastructure, including joint or leveraged funding.

Why is this strategy important?

Florida's major transportation hubs and corridors move the vast majority of the state's people and freight and are essential for the state's economic competitiveness. Proactive and integrated planning is needed to continue to enhance these facilities and ensure they support statewide and regional visions and goals.

Florida's major spaceports, airports, seaports, and freight and passenger terminals are gateways to Florida for millions of visitors and billions of dollars of domestic and international trade each year. Florida's major highways, railways, and waterways are corridors of commerce, connecting markets across Florida and connecting Florida to other states and nations.

Florida's **spaceports, airports, and seaports** are owned and operated by special purpose authorities or local governments. They must be highly responsive to changing customer needs. Modal operators invested heavily in the past decade to increase capacity, modernize facilities, and accommodate growing trade and visitor flows. Private sector investment was a key catalyst for new cruise and container terminals, new or expanded airport terminals, and commercial space launch facilities at Cape Canaveral. FDOT, MPOs, and local governments support modal efforts, with emphasis on improving intermodal connections.

Florida's **freight rail** system is owned by private sector railroads. Intercity **passenger rail** service is provided by the federal government through Amtrak; privately owned Brightline will begin operating from Miami to Orlando in 2022. Regional rail service is operated by the South Florida Regional Transportation Authority (TriRail) in Southeast Florida and FDOT (SunRail) in Central Florida, with potential expansions under study there and in other regions. FDOT is reexamining its role in supporting passenger rail, with a statewide vision of interregional rail service developed through private/public partnerships and connecting to regional and local transit systems. The BIL provides a significant increase in federal funding opportunities for passenger and freight rail systems.

Florida's major **highways** are owned by FDOT or by regional expressway authorities. During the past two decades, FDOT expanded and modernized major corridors such as I-4 in Orlando, I-95 and I-595 in Southeast Florida, and I-75 in Southwest Florida. FDOT also worked with partners on large-scale corridor planning processes in East Central, North Central, and South Central Florida. These processes advanced specific projects and produced guiding principles that can be the foundation for future efforts statewide.

Creation of the **Strategic Intermodal System (SIS)** in 2003 focused statewide transportation investments on the hubs and corridors most important to Florida's economy. More than $13 billion of state and federal dollars invested in the SIS helped transform major highway corridors, leveraged modal investments in transportation hubs, and improved connections between all of these modes. The 2022 SIS Policy Plan builds on the FTP by broadening the emphasis of SIS investments from physical capacity to a variety of approaches for enhancing mobility of people and freight; increasing flexibility to recognize the needs of major urban, developing urban, and rural areas; and improving the balance between statewide and regional priorities.

Continued investments are needed in these hubs and corridors to meet evolving customer needs. This includes the potential for more multimodal and multiuse solutions that provide congestion relief for fast-growing regions, support economic development opportunities, and ensure supply chain resilience.

TRANSFORM MAJOR CORRIDORS & HUBS

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Strengthen collaboration with local governments, MPOs, regional planning councils (RPC), and modal partners in planning for statewide and regional transportation corridors and major transportation hubs.

CUSTOMERS

- Develop partnerships for expanding alternative fuel infrastructure at key hubs (such as shore power at seaports and intermodal logistics centers) and along major trade corridors (such as electric vehicle charging stations and pavement energy harvesting).
- Increase co-location of modes and services, including first/last mile solutions at major passenger transportation terminals so they function as mobility hubs.
- Enhance capacity, design, and operation of highway and rail corridors anticipated to carry significant volumes of freight, including sufficient truck parking and staging areas.

PERFORMANCE & DATA

- Identify global and industry standards for the condition, quality, and customer experience at major hubs and corridors.

POLICY, PLANNING, & DECISION-MAKING

- Implement policies identified in the updated SIS Policy Plan to place greater emphasis on urban and rural mobility and connectivity and to provide greater flexibility for emerging mobility solutions involving SIS facilities.
- Modernize statewide and regional corridor planning policies, processes, and standards to advance multimodal and multiuse solutions.
- Continue strategic investments in high-priority transportation corridors, particularly those serving fast-growing regions.

REGIONAL & LOCAL FLEXIBILITY

- Strengthen collaboration with regional and local partners to identify potential strategies for major corridors and hubs that would accomplish both statewide and regional/local goals.

Why is this strategy important?

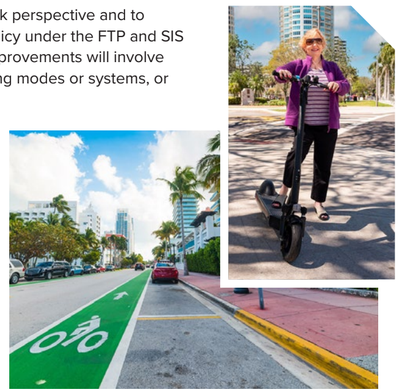
For both people and goods, end-to-end trips often involve multiple facilities, modes, and jurisdictions. Planning for how to complete the transportation system and network can enable safe, reliable, and convenient trips and maximize the use of existing infrastructure.

Florida's transportation system is a complex web of modal networks and facilities owned and operated by local, regional, statewide, and private sector partners. The system traditionally has been planned by mode or jurisdiction. Person and freight trips do not recognize these boundaries but instead use a combination of modes and facilities to get from origin to destination – whether a resident traveling from home to work, school, medical care, or recreation; a visitor traveling between destinations; or a good moving from manufacturer to final consumer.

Florida has been taking steps for the past two decades to plan from a systems perspective - but more work remains to complete these systems and networks. The SIS is intended to support interregional flows of people and freight. Through the Freight Mobility and Trade Plan, FDOT and partners identified a statewide network of freight facilities to qualify for certain categories of federal funding. FDOT also is leading development of the SUN Trail network, a statewide system of high-priority paved trail corridors for bicyclists and pedestrians. Individual MPOs or groups of MPOs identified regional networks as the focus of regional and metropolitan plans. All of these initiatives improved connectivity in parts of the state or for certain types of trips, and each also identified future connectivity needs.

Moving ahead, Florida will continue to seek opportunities to plan transportation from a system or network perspective and to identify strategic investments to complete systems and close connectivity gaps. Evolution of state policy under the FTP and SIS as well as federal policy under the BIL will support this direction. While some of these connectivity improvements will involve investments in new capacity, others may involve operational improvements, better coordination among modes or systems, or enhanced integration of data and business processes. Key opportunities may include:

- Closing gaps in connectivity to fast-growing regions and rural areas through strategic investments in all modes;
- Improving supply chain connectivity between manufacturing, distribution, and customer locations;
- Improving connectivity between statewide, regional, and local passenger rail, intercity bus, and transit systems to facilitate long-distance surface transportation trips, particularly between urban areas or between urban and rural areas;
- Improving connectivity between SUN Trail and regional and local trail systems;
- Improving connectivity between streets, transit systems, sidewalks, and trails to provide more options for local travel, including walking and bicycling; and
- Expanding first/last mile connectivity to major transportation hubs and population and economic activity centers, including more options such as sidewalks, trails, micromobility, and shuttles.



COMPLETE TRANSPORTATION NETWORKS

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Complete and connect statewide, regional, and local trail networks to provide an integrated system of high-quality trail corridors for pedestrians and bicyclists.

CUSTOMERS

- Improve regional coordination among public transportation, transportation disadvantaged, and other public and private shared mobility services.

PERFORMANCE & DATA

- Develop data and tools for measuring connectivity at different scales (international, interstate, interregional, regional, and local) and between modes.

POLICY, PLANNING, & DECISION-MAKING

- Improve integration across modes and systems to support complete end-to-end trips, particularly for people and freight moving between statewide/interregional and regional/local systems.
- Improve interregional passenger rail service between Florida's major urban areas as a private/public partnership; connect to regional and local transit and mobility options within urban areas.
- Identify and close gaps in connectivity to population and economic centers, including manufacturing, distribution, technology, and military hubs dependent on high quality transportation connections.

REGIONAL & LOCAL FLEXIBILITY

- Implement Complete Streets policies; improve local street, sidewalk, and trail connectivity; and expand commmunity-based options for local travel including first/last mile solutions.

Why is this strategy important?

Technology and innovation offer the potential to make progress toward all FTP goals, particularly improving safety and mobility. While innovation is applicable to nearly every aspect of the FTP, this strategy focuses on information and communications technologies that enable advanced technology applications across all modes and systems.

FDOT, MPOs, local governments, and modal partners have a long history of adapting proven and emerging technologies to improve safety and mobility. Florida long has been viewed as a leader in Intelligent Transportation Systems and transportation systems operations and management.

This commitment to innovation accelerated in recent years through market-driven efforts to develop and deploy automated, connected, electric, and shared vehicles – from truck platooning to e-bikes and scooters. Forward-looking state legislation encouraged private sector companies to test these technologies in Florida, and new coalitions such as Autonomous Florida and Drive Electric Florida emerged to promote these activities. Federal policy and funding, particularly through the BIL, reinforces this direction.

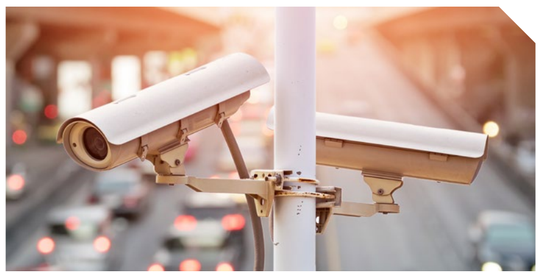
FDOT responded through investment in research and development to understand the potential benefits of these technologies, development of a statewide Connected and Automated Vehicle Business Plan, initial development of a statewide V2X (vehicle-to-everything) data sharing platform, and industry partnerships through the Florida Automated Vehicle Initiative. More recently, FDOT completed its first Electric Vehicle Master Plan, focusing on preparing the state highway system for greater use of electric vehicles.

Many MPOs and local governments are beginning to assess their readiness for these technologies, including implications for plans and investments as well existing laws and regulations. Regional and local partners also initiated "smart city" approaches to leverage technology and data to improve mobility as well as broader public health and safety, economic development, and quality of life goals. Enabling high-speed broadband access for all communities is a key foundation for mobility and other solutions. DEO is charged to develop a statewide broadband strategic plan and has received funding from the Legislature to create a Broadband Opportunity Program to close gaps in broadband connectivity.

Spaceport, airport, seaport, rail, and transit providers researched, tested, and deployed technologies as well, with Florida recognized globally for its leadership in fields such as commercial space transportation, unmanned aerial systems/advanced air mobility, and simulation.

To realize the potential for technology and innovation, we must broaden our definition of transportation infrastructure from pavement, bridges, and buses to the high-speed communications backbone, sensors, and other technologies that allow the transportation system to function -- our transportation information technology infrastructure, or "infostructure." Policies are needed regarding deployment of this infrastructure in transportation system right of way and in public transportation terminals and vehicles, including eligibility for various state, federal, and local funding programs.

Additional key actions will address changes to statewide, regional, and local rules and processes; public/private collaboration; and cybersecurity and data security.



EXPAND TRANSPORTATION INFOSTRUCTURE

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Strengthen policies and processes for public/private partnerships involving data and technology.

CUSTOMERS

- Complete development of the Florida Broadband Strategic Plan; define supporting transportation agency policies and programs for improving broadband access for transportation purposes and to support undeserved areas, including using transportation right of way.
- Support research, development, and deployment of supply chain automation and management technologies by the private sector.

PERFORMANCE & DATA

- Continue proactive development of secure platforms (such as connected/automated vehicles and V2X) for sharing data produced by emerging technologies and owned by transportation agencies for transportation system planning and management purposes.
- Develop or refine policies regarding privacy and security for data produced, collected, and shared through emerging technologies.

POLICY, PLANNING, & DECISION-MAKING

- Expand eligibility of surface transportation technology infrastructure to support automated, connected, electric, and shared vehicles for SIS and other funding programs, with emphasis on improving safety and mobility.
- Develop an Electric Vehicle Infrastructure Deployment Plan for creating a network of electric vehicle charging locations, consistent with Florida's Electric Vehicle Master Plan.
- Identify and implement effective approaches for supporting advanced air mobility, unmanned aerial systems, and commercial space transportation as choices for moving people and goods, as well as supporting space-related technologies with broader economic and community benefits. Identify potential public sector roles related to policies, regulations, infrastructure, and partnerships.

REGIONAL & LOCAL FLEXIBILITY

- Evaluate initial smart city/smart region initiatives to identify lessons learned and potential policy changes; expand effective practices and create new initiatives to enhance mobility and other regional/community goals in all regions of the state.

Why is this strategy important?

The ultimate function of the transportation system is to move people and freight. Shifting how we plan the system to put greater emphasis on mobility for people and freight, rather than vehicles, will support the FTP vision including the state's economic development and quality of life goals.

Florida's transportation system traditionally has been planned by mode, with emphasis on moving vehicles safely and efficiently. Key considerations typically included increasing speed, improving traffic flow, and reducing congestion.

As Florida's population and economy change, our transportation emphasis is shifting to enhancing mobility for people and freight. This reflects greater focus on customer needs and the growing range of mobility options enabled by technology, data, and changing business practices, such as "mobility on demand" and "mobility as a service."

The recently updated SIS Policy Plan reinforces this shift by expanding the view of capacity investments in the SIS from adding physical capacity to a wide variety of approaches for improving mobility and reliability for people and freight using the SIS, such as operational and technology improvements. MPOs and local governments also are expanding their plans and investments to consider a broader range of solutions, with some MPOs now allocating more resources to transit than to highways. Freight planning also is expanding beyond adding capacity to heavily used truck corridors to identifying solutions to supply chain constraints, including expanded truck parking and staging and container storage areas.

This philosophical shift will be a greater emphasis of future planning. It will require new approaches to performance measures and prioritization criteria, including greater emphasis on customer-focused measures such as connectivity, convenience, and accessibility. It will require a fresh look at existing decision-making processes, guidelines, and manuals. It will require improvements to data and business processes so information and payment flow as freely as people and freight across systems. Ultimately, it may lead to evolving roles for FDOT, MPOs, and other agencies in planning and managing Florida's transportation system.

PRIORITIZE PEOPLE & FREIGHT MOBILITY

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Conduct research on the evolving role and structure of FDOT, MPOs, and other transportation agencies.

CUSTOMERS

- Identify and implement innovative approaches to mobility on demand and intermodal connectivity, including co-location of public and private services and integration of schedules, payment systems, security systems, and other customer support where feasible.
- Expand the scope and frequency of market research and customer outreach to understand future mobility needs and preferences and measure customer satisfaction and experience.
- Continue to collaborate with private sector shippers and carriers to understand logistics patterns and help resolve physical or operational bottlenecks in supply chains.

PERFORMANCE & DATA

- Reinvent performance measures and design standards to focus on mobility for people and freight, including measures of quality of service, access to jobs and services, and other concepts that exceed existing required measures; use these measures and standards to support planning and design decisions.

POLICY, PLANNING, & DECISION-MAKING

- Update policies, standards, and funding guidelines to highlight the importance of mobility and accessibility and to facilitate emerging mobility solutions.
- Continue to emphasize technology and operational improvements to optimize the use of available capacity to meet mobility needs for people and freight.

REGIONAL & LOCAL FLEXIBILITY

- Update street, curb, parking, zoning, and other local rules, procedures, and management processes to accommodate emerging mobility solutions such as automated, connected, electric, and shared vehicles, including transportation network companies and micromobility providers.
- Collaborate among local governments, developers, and freight carriers to identify effective practices for strategically locating distribution centers, staging areas, and delivery zones and supporting new delivery options such as unmanned aerial vehicles and robots; develop pilot projects and model transportation or land use policy changes.

Why is this strategy important?

Access to transportation – and through transportation to jobs, education, health care, and other services – varies across regions and socio-economic groups. An emphasis on expanding access to opportunity for those who need it most will ensure Florida's transportation decisions support broader quality of life and economic competitiveness goals.

All Floridians, regardless of age or ability, should expect safe, affordable, and convenient access to jobs, education, healthcare, and other goods and services. Transportation access all too often is dictated by location and income today. The average worker in Florida can access more than 383,000 jobs within a 30-minute automobile trip and 7,400 jobs within a 30-minute transit trip. Access can be particularly challenging in large, spread out urban areas, in fast growing areas with fewer transportation options, and in rural areas. Access also can be a challenge for individuals or families who are unable to afford or operate a motor vehicle, or who choose not to use a motor vehicle.

In Florida, transportation is the fourth highest household cost for a family of four. Factors like age, disability, and income affect Floridians' ability to access safe and affordable transportation. As Florida's population and economy grow and become increasingly diverse, gaps in access to broadband and other technologies, like payment systems, may further the divide among those who have access to transportation.

A robust public involvement process is a key foundation for ensuing the preferences and needs of all communities are considered in transportation planning, design, and operations decisions. FDOT, MPOs, and local governments across Florida devote significant resources to public involvement, with increasing use of social media and on-line engagement techniques as well as focused efforts to reach out to traditionally underrepresented and underserved groups.

Transportation planning agencies also are developing tools for understanding the impacts of transportation decisions on all communities. FDOT's Sociocultural Effects Evaluation process assesses the impacts of transportation decisions on communities. Many MPOs integrated accessibility and equity considerations into their planning and prioritization processes.

Moving forward, access to opportunity must be a key outcome of transportation decision-making. Transportation strategies need to consider the best options for urban, suburban, and rural areas; ensure that minority and low-income communities have access to services; and ensure that technology does not create new barriers for low-income households, aging road users, and disabled individuals. Transportation partners need to strengthen coordination and ensure inclusivity, affordability, and environmental justice in a fully integrated planning process. Working together, FDOT, MPOs, local governments, and community-based organizations can advance unique regional and local solutions that afford everyone the same opportunity to succeed.

ENHANCE ACCESS TO OPPORTUNITY

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Strengthen partnerships between state, regional, and local transportation agencies and community-based organizations to reduce disparities in access.
- Improve coordination among and flexibility of service and funding partnerships involving public, private, and nonprofit mobility providers, particularly regarding multipurpose or regional trips and in rural and other traditionally underserved areas.

CUSTOMERS

- Increase awareness of, and remove barriers to, affordable transportation options that increase access to jobs, education, health care, shopping, recreation, and other services, including public transportation, active transportation, and on-demand mobility options.
- Strengthen customer research to understand the preferences and needs of residents with disabilities, low income, limited English proficiency, or other groups that traditionally are underrepresented in the planning process.
- Encourage innovative programs for ensuring customers without access to broadband, a smart device, or a bank account can receive up to date transportation information and services.

PERFORMANCE & DATA

- Monitor data and enhance performance measures related to accessibility, affordability, equity, and customer experience.
- Collect and monitor data to better define underserved populations.

POLICY, PLANNING, & DECISION-MAKING

- Plan new or enhanced infrastructure to improve access to existing communities and services; where possible, restore communities that were impacted by previous infrastructure projects.
- Coordinate transportation decisions with land use decisions, including locations for attainable housing and other support services for aging, lower-income, and disabled residents.

REGIONAL & LOCAL FLEXIBILITY

- Enhance design of communities and transportation facilities to meet needs of customers of all ages and abilities.
- Provide technical and financial support to identify and advance community-based mobility and accessibility solutions in traditionally underserved areas.
- Develop alternative options and support pilot projects for increasing transportation affordability such as transportation voucher systems, reduced fare plans, ride sharing, and other innovations.

Why is this strategy important?

Integrating land use and transportation ensures mobility and accessibility and supports the quality and sustainability of Florida's built and natural environment.

Transportation and land use decisions play a significant role in determining where and how we live, work, and play. They impact safety, mobility, access to jobs and services, economic development, public health, and the human-scale environment that supports walking, bicycling, and transit.

FDOT, local governments, and other transportation partners should proactively collaborate across all aspects of community planning to improve decision-making and invest resources appropriately. This also means incorporating health and wellness, housing, economic development, environmental stewardship, and other socioeconomic factors in our planning considerations.

Existing practices provide a foundation for linking land use and transportation decisions, but closer alignment often is needed. FDOT includes local government land use decisions in context classifications determinations, speed management solutions, safety, traffic operations, and access management. MPO long range transportation plans consider local land use decisions and may include strategies that integrate transportation and land use planning to encourage sustainable development patterns. RPCs bring a regional perspective, providing transportation, land use, and economic development planning expertise to local governments.

As we move toward a more collaborative approach to community planning, visioning, context classification, multimodal planning, and other planning tools are critical. Community visions provide the basis for implementing community goals. Regions and communities have diverse needs and expectations. Context-based planning and design is key to supporting each area's unique character and vision and ensuring transportation investments support a community's economic competitiveness and quality of life.

Opportunities for FDOT, local governments, MPOs, RPCs, and other transportation partners to collaborate include participating in access management, development review, pre-application, and project kick-off meetings; coordinating on zoning, parking standards, and site design and building placement; and engaging in corridor and scenario planning.

By proactively working together, transportation challenges and opportunities throughout the community planning process can be addressed. Community and regional visions will be developed, aligned, and implemented. Transportation and land use decision-making will meet the desires and needs of residents, businesses, and industries. Context-based planning and design will provide for all modes of transportation and enhance safety and connectivity. And state, regional, and local agencies will target and leverage transportation funding and investments to ensure mobility and accessibility.

INTEGRATE LAND USE & TRANSPORTATION

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Develop, update, and implement regional and community visions through collaboration with partners. Strengthen integration of these visions in transportation planning by FDOT, local governments, MPOs, RPCs, and other partners.
- Identify and share effective interdisciplinary planning practices among transportation, environmental, health, and housing entities to ensure mobility, accessibility, and resiliency of the built and natural environment.

CUSTOMERS

- Compile a comprehensive list of strategic economic development sites and identify and address transportation gaps to respond to economic development opportunities.
- Identify and share best practices that support effective parking and curb management solutions.

PERFORMANCE & DATA

- Monitor data and enhance performance measures related to accessibility, affordability, equity, and customer experience.

POLICY, PLANNING, & DECISION-MAKING

- Strengthen plan consistency and address the impact of land use decisions and development pressures on the transportation network by engaging early in local government community planning processes.
- Identify and promote community practices that successfully integrate transportation and land use planning to enhance connectivity and access to multiple modes of transportation.

REGIONAL & LOCAL FLEXIBILITY

- Promote, and remove barriers to, community centric solutions for enhancing mobility and accessibility for people and freight.
- Incorporate community context and land use/transportation integration in the SIS designation process and in the earliest stages of corridor planning for FDOT, local governments, MPOs, RPCs, and other transportation partners.
- Establish consistent planning assumptions among transportation and land use partners within the same geographic area.
- Consider land use, infrastructure, affordable housing, and community health and wellness when setting priorities for the SIS and other FDOT and MPO programs.

FROM STRATEGY TO ACTION › ENVIRONMENT

Why is this strategy important?

Florida's natural environment is essential to its economy and quality of life. Careful decisions must be made to address mobility and connectivity needs while protecting and enhancing the state's environment for future generations.

Florida's 825 miles of sandy beaches, 33 first magnitude springs, 1,700 rivers and streams, and 14.5 million acres of forest provide recreational opportunities for residents and visitors and offer an abundance of habitat for plants and animal species. Ecotourism, outdoor recreation, crops, forestry, and fisheries contribute billions of dollars each year to the economy.

Multiple state, regional, and local processes are in place to identify, protect, and preserve important lands, habitats, and other resources. Florida Forever is the largest public land acquisition program in the country, with approximately 10 million acres managed for conservation. The Florida Ecological Greenways Network identifies and prioritizes a statewide ecological network of private and public conservation lands. The Florida Wildlife Corridor encompasses nearly 17.7 million acres of habitat connections to help protect Florida's threatened and endangered species.

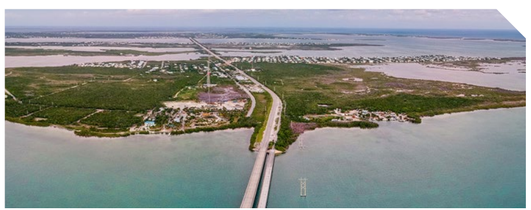
While air pollutants in the state continue to decrease, transportation continues to emit carbon monoxide, lead, and other pollutants and emissions of greenhouse gases continue to increase. The federal Congestion Mitigation and Air Quality Improvement Program provides a flexible funding source for FDOT and MPOs to invest in projects that reduce emissions from transportation-related sources. The BIL created a new Carbon Reduction Program to advance projects that can help reduce greenhouse gas emissions.

Florida's surface waters are subject to pollutants from drainage and runoff of chemicals and oils, which cause algae blooms and loss of oxygen in surface waters and coastal areas. FDOT, DEP, MPOs, and local governments protect Florida's surface waters through monitoring and ensuring runoff is complaint with the federal Clean Water Act. These partners also are giving more attention to how transportation projects can impact water supply and consumption directly or indirectly through impacts on land use and development.

The Efficient Transportation Decision-making (ETDM) process, a national model for nearly two decades, is Florida's approach for considering the potential environmental impacts of transportation projects during the planning phase. ETDM provides opportunities for resource agencies and the public to provide early input into transportation planning decisions through a series of screening events.

Through these processes and project-level collaboration among transportation and environmental resource agencies, Florida has developed approaches for avoiding, minimizing, and mitigating impacts of transportation investments on important environmental resources. Building on this foundation, Florida's approach will shift to coordinating how transportation contributes to a healthier, more sustainable environment. FDOT's corridor planning process advances guiding principles and links transportation decisions with large-scale conservation, habitat, water resources, and other environmental planning processes.

Continued collaboration, enhanced use of data and performance measures, and continued efforts to evolve the planning process to fully consider environmental goals will be important approaches to implementing this strategy moving forward.



PROTECT WATER, AIR, LANDS, & HABITATS

PRIORITY IMPLEMENTATION ACTIONS

COLLABORATION

- Encourage coordination among FDOT, other state and federal resource agencies, and non-governmental organizations to map resources and identify properties targeted for acquisition early in the corridor planning process. Develop a conservation action plan for each major corridor plan.

CUSTOMERS

- Promote the ability for partners and the public to review data on environmental resources and potential impacts early in the planning process through the ETDM process.

PERFORMANCE & DATA

- Update the criteria and process associated with FDOT's ETDM Environmental Screening Tool to address ecosystem restoration.
- Continue to work with partners to track the potential impacts of transportation projects on water, air, lands, and habitats.

POLICY, PLANNING, & DECISION-MAKING

- Implement guiding principles developed through future corridor task forces to incorporate early consideration of opportunities to enhance, restore, and protect natural systems as a critical element of corridor planning and development.
- Encourage expressway authorities and other transportation authorities to adopt similar approaches to FDOT's corridor planning policies and the ETDM process.
- Identify and share best practices that optimize the use of existing infrastructure and right-of-way.
- Develop guidelines to identify and prioritize facilities where retrofit investment should occur to restore impacts to the environment.
- Leverage state and federal programs to reduce local and regional net energy consumption and emissions of air quality pollutants and greenhouse gases.

REGIONAL & LOCAL FLEXIBILITY

- Coordinate state, regional, and local environmental and conservation plans with transportation and land use planning to preserve, enhance, and restore the environment, including Strategic Regional Policy Plans' Natural Resources of Regional Significance, Basin Management Action Plans, Regional Water Supply Plans, and local government priority acquisition lists.

MOVING FORWARD › **FROM PLAN TO INVESTMENTS**

Ultimately, the FTP is implemented through investments in the work or capital programs of FDOT, local governments, and other partners that own and operate Florida's transportation system.

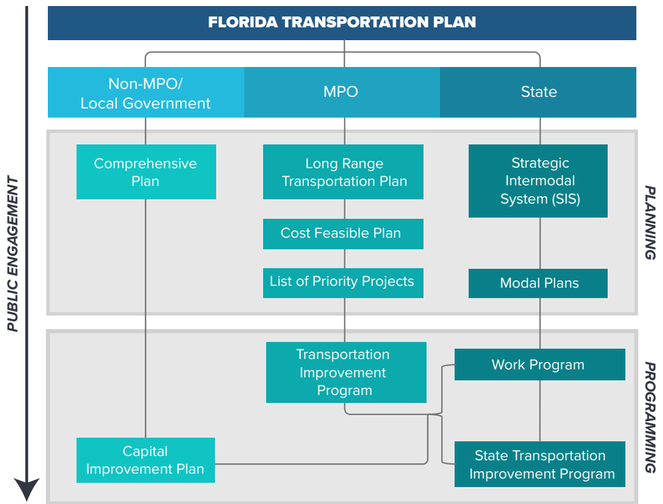
The process for planning and programming investments in Florida's transportation system evolved over multiple decades and multiple state and federal laws and rules. FDOT, the state's 27 MPOs, 67 counties, and 411 municipalities all have well-defined roles. The FTP can serve as a decision-making framework throughout out this process. FDOT, MPOs, and local governments advance the FTP on a daily basis as they use the FTP goals, objectives, and strategies to identify needs, set priorities, and select projects for available funding. Florida's planning process includes well-defined linkages between the FTP and other statewide, regional, and local plans.

The FTP Implementation Element calls upon FDOT, MPOs, and local governments to strategically align their investments to support the FTP goals by improving how they identify needs and scope projects, as well as how they set priorities at the program and project levels. The overarching focus on continually enhancing the decision-making process will help all partners advance solutions that collectively move toward achievement of all FTP goals, objectives, and associated performance targets. This will include both statewide investments and community-centric solutions by specific MPOs, RPCs, and local governments.

In addition, the FTP Implementation Element identifies a range of specific actions for enhancing decision-making on topics from safety to resilience to equity. These actions can help move the needle toward specific goals and objectives.

FDOT will take the overall lead for FTP implementation, working with partners in three areas:

- **Continue collaboration.** The FTP Implementation Committee periodically will convene to review progress in implementing the FTP, provide guidance for specific implementation priorities, and address emerging or outstanding issues.
- **Implement and adjust short-term actions.** The partners involved in developing the FTP will implement the actions identified in this Implementation Element, adjusting activities over time as needed to respond to emerging trends, changing conditions, or unexpected events and opportunities.
- **Document and report on progress.** FDOT will establish a process for documenting and reporting on progress on specific commitments made by each partner toward FTP implementation.



MOVING FORWARD › **PARTNER ROLES**

FDOT, other state agencies, and other partners will use the FTP goals, objectives, and strategies to guide updates to a long list of statewide plans, strategies, and related initiatives covering transportation and related topics. The updates to these documents also will help identify challenges and opportunities for the next update of the FTP. Continued efforts to align and coordinate these planning processes will help all partners achieve their goals. This includes opportunities to advance the supporting actions throughout this document related to collaboration, customer service, performance and data, and associated research and innovation activities.

STATE AGENCY OR PARTNERSHIP	PLAN, STRATEGY, OR OTHER KEY DOCUMENT
Florida Department of Transportation	• Statewide Transportation Improvement Program • Strategic Highway Safety Plan • Highway Safety Improvement Plan • Transportation Asset Management Plan • Freight Mobility & Trade Plan • Strategic Intermodal System Plan • Florida Aviation System Plan • Florida Rail System Plan • Florida Seaport System Plan • Shared-Use Nonmotorized (SUN) Trail Program • Florida Motor Carrier System Plan • Electric Vehicle Master Plan and Electric Vehicle Infrastructure Deployment Plan • Transportation Systems Operations & Management Strategic Plan • Connected and Automated Vehicle Business Plan • Resilience Action Plan/Resilience Improvement Plan • Carbon Reduction Strategy
CareerSource Florida	• Workforce Opportunity and Investment Act Unified State Plan
Florida Commission for the Transportation Disadvantaged	• Annual Performance Report
Florida Department of Agriculture and Consumer Services	• Florida Energy and Climate Plan
Florida Department of Economic Opportunity	• Florida Strategic Plan for Economic Development • Florida Broadband Strategic Plan
Florida Department of Elder Affairs	• State Plan on Aging
Florida Department of Environmental Protection	• Florida Greenways and Trails System Plan • Statewide Comprehensive Outdoor Recreation Plan • Statewide Flooding and Sea Level Rise Resilience Plan
Florida Department of Health	• State Health Improvement Plan
Florida Defense Alliance	• Florida Defense Industry Economic Impact Analysis
Florida Division of Emergency Management	• Comprehensive Emergency Management Plan • State Hazard Mitigation Plan
Florida Fish & Wildlife Conservation Commission	• Statewide Wildlife Action Plan
Florida Seaport Transportation and Economic Development Council	• Seaport Mission Plan
Space Florida	• Florida Spaceport System Plan • Spaceport Master Plans
VISIT FLORIDA	• VISIT FLORIDA Strategic Plan

MOVING FORWARD › PARTNER ROLES

OTHER STATEWIDE ORGANIZATIONS	PLAN, STRATEGY, OR OTHER KEY DOCUMENT
1000 Friends of Florida	• Florida 2070
AARP Florida	• Florida's Age Friendly Network
Florida Chamber Foundation	• Florida 2030 • Florida Trade & Logistics 2030 • Florida Prosperity Project
Florida Council of 100	• Project Sunrise
Florida Ports Council	• Florida Seaports Alternative Fuels Study • Florida Seaports Resiliency Study

REGIONAL AND LOCAL ORGANIZATIONS	PLAN, STRATEGY, OR OTHER KEY DOCUMENT
Metropolitan planning organizations (27)	• Long-range/metropolitan transportation plans • Transportation improvement programs
Regional MPO alliances	• Regional transportation plans
Local governments (67 counties and 411 cities)	• Comprehensive plans • Capital improvement programs • Community visions • Community resilience plans
Regional planning councils (10)	• Strategic regional policy plans • Regional emergency evacuation studies • Comprehensive economic development strategies
Transit providers	• Transit development plans • Transit asset management plans • System safety program plans/public transportation agency safety plans
Community transportation services providers	• Transportation disadvantage service plans
Transportation authorities (e.g., toll or bridge)	• Authority master plans • Authority capital improvement programs
Seaports	• Seaport master plans • Seaport capital improvement programs
Airports	• Airport master plans • Airport capital improvement programs
Regional resiliency collaboratives	• Resilience studies and action plans
Regional visioning partnerships	• Regional visions
Water management districts (5)	• Water supply plans
Economic development organizations	• Economic development strategies

MOVING FORWARD › WHAT'S NEXT?

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.

This is a bold vision that no single agency or organization can accomplish on its own – but we all can move there together, taking one step at a time.

The actions we take and the decisions we make now and in the next few years can set us on a course toward this vision.

IF YOU ARE:

An individual – Choose daily to practice safe travel behavior and to make travel decisions that help avoid congestion and reduce energy consumption.

A business or military base – Examine your operations to identify how you can enhance access for your employees and customers and contribute to a more reliable supply chain.

A local government – Update your plans and programs to advance transportation investments that support your community's vision and connect to other communities around the state; make land use decisions that support your transportation goals (and vice versa).

A metropolitan planning organization – Update your plans and programs to advance metropolitan priorities and to support a statewide system that connects all regions of Florida.

A regional planning council – Provide support to your member governments in identifying and advancing regional transportation priorities that align with economic development, environmental stewardship, emergency management, and other goals.

A modal system owner or operator – Identify and advance investment needs for your mode/facility, while also considering how to support overall statewide and regional connectivity needs.

An economic development organization – Promote sites and industries that leverage existing transportation assets in your communities; provide economic development input into future transportation decisions.

A workforce or education partner – Partner with transportation providers to develop, attract, and retain a skilled transportation workforce.

A technology provider – Develop, evaluate, and deploy emerging technologies to support transportation needs.

An environmental organization – Help identify approaches for advancing mobility and connectivity needs while protecting and enhancing the natural environment.

Together, we can make progress each year.
To learn more on how you or your organization can take action and support this vision, please visit
FloridaTransportationPlan.com

FLORIDA TRANSPORTATION PLAN IMPLEMENTATION 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.

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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.

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

Automated vehicles – A vehicle that is 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 – A vehicle that is able to connect to its surroundings including other vehicles, infrastructure, and passengers' personal communication devices through interoperable networked wireless communications.

Corridor (for surface transportation 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 municipality 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, financial, 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 and public transportation providers, transportation plans and programs in urbanized 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.

GLOSSARY

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.

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

Multiuse 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 of the transportation system to adapt to changing conditions and prepare for, withstand, and recover from disruption.

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.

SUN Trail – 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.

Urban Air Mobility – Aviation transportation using highly automated aircraft operating and transporting customers and cargo at lower altitudes in urban and suburban areas.

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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