FTP-SIS Resilience Subcommittee Meeting Web Conference Three

presented to Resilience Subcommittee and friends

FLORIDA

Transportation Plan

presented by Jennifer Carver, FDOT Jim Wood, Kimley-Horn

February 5, 2020

Your Florida. Your vision. Your plan.

Welcome and Introductions

Jennifer Carver, FDOT

Our Agenda Top Strategies Overview • Gap Review Greatest Gains Evaluation • Wrap-Up

Top Strategies Overview Jim Wood, Kimley-Horn

Top Resilience Priorities



- Develop and implement policies, tools, guidance, and design standards that reduce risk
- 2. Develop consistent statewide transportation planning practices that incorporate resilience
- 3. Ensure that **vulnerable populations** are considered fully in transportation resilience planning
- 4. Integrate **resilience data** into transportation planning and design
- 5. Consider both **coastal and inland resilience** in transportation planning
- 6. Establish a statewide framework for collaboration to achieve transportation resilience



- Integrate land use in transportation planning for stronger growth management
- Improve coordination across jurisdictions, plans, and entities
- Incorporate resilience into FDOT design standards
- Require resilience in infrastructure planning and design
- **Stable funding** source (reduce dependence on gas tax / find an alternative)
- Use natural infrastructure
- Modify transportation **facility design** to improve infrastructure resilience
- Identify **incentives to relocate** land uses dependent on vulnerable infrastructure

Top Resilience Strategies



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Top Resilience Strategies – Language Refined

Top Resilience Strategies	Language Refined		
Integrate land use in transportation planning for stronger growth management	Integrate land use in transportation planning to strengthen growth management and resilience		
Improve coordination across jurisdictions, plans and entities	Improve coordination and collaboration across jurisdictions, plans and entities		
Incorporate resilience into FDOT design standards	Incorporate resilience into FDOT design process, criteria, and standards		
Require resilience in infrastructure planning and design	Integrate resilience data into transportation planning, prioritization and project selection		

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Top Resilience Strategies – Language Refined

Top Resilience Strategies	Language Refined
Stable funding source (reduce dependence on gas tax / find an alternative)	Establish sustainable and stable funding source to support resilience planning and implementation
Use natural infrastructure	Utilize green infrastructure to provide natural protection for vulnerable areas
Modify transportation facility design to improve infrastructure resilience	Incorporate innovative design and best practices into projects to improve infrastructure resilience
Identify incentives to relocate land uses dependent on vulnerable infrastructure	Incentivize relocation of land uses and infrastructure away from vulnerable areas
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Top Resilience Strategies

Language Refined

Proposed Additional Strategies

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- Integrate **land use** in transportation planning to strengthen growth management and resilience
- Improve coordination and collaboration across jurisdictions, plans and entities
- Incorporate resilience into FDOT design process, criteria, and standards
- Integrate resilience data into transportation planning, prioritization and project selection
- Establish **sustainable and stable funding** source to support resilience planning and implementation
- Utilize green infrastructure to provide natural protection for vulnerable areas
- Incorporate innovative design and best practices into projects to **improve** infrastructure resilience
- **Incentivize relocation** of land uses and infrastructure away from vulnerable areas
- Ensure that vulnerable populations are considered fully in transportation resilience planning
- Consider both coastal and inland resilience in transportation planning

Gap Review Jennifer Carver, FDOT

What's Missing?

- Integrate land use in transportation planning to strengthen growth management and resilience
- Improve coordination and collaboration across jurisdictions, plans, and entities
- Incorporate resilience into FDOT design process, criteria, and standards
- Integrate resilience data into transportation planning, prioritization, and project selection
- Establish sustainable and stable funding source to support resilience planning and implementation

- Utilize **green infrastructure** to provide natural protection for vulnerable areas
- Incorporate innovative design and best practices into projects to improve infrastructure resilience
- Incentivize relocation of land uses and infrastructure away from vulnerable areas
- Ensure that vulnerable populations are considered fully in transportation resilience planning
 - Consider both **coastal and inland resilience** in transportation planning₁₁



Greatest Gains Evaluation

Jim Wood, Kimley-Horn

Greatest Gains Evaluation

- Benefit: Magnitude of benefits resulting from the strategy
- **Cost:** Cost to implement the strategy
- Timeframe: Length of time to realize benefits



Greatest Gains Evaluation - Benefits

- **Benefit:** On a scale of 1-3, how beneficial will this strategy be at increasing the resilience of Florida's transportation system? 1 being little to no benefit and 3 being highly beneficial.
- Example:
 - Incorporate resilience into FDOT design process, criteria, and standards
 - Score: 3



Greatest Gains Evaluation - Cost

- **Cost:** On a scale of 1-3, how costly will it be to implement this strategy? 1 being high cost and 3 being low cost.
- Example:
 - Incorporate resilience into FDOT design process, criteria, and standards
 - Score: 3



Greatest Gains Evaluation – Timeframe

- **Timeframe:** On a scale of 1-3, how soon do you feel that significant benefits of this resilience strategy will be first realized? 1 being long-term (11+ years), 2 being mid-term (5-10 years), and 3 being short-term (0-5 years).
- Example:
 - Incorporate resilience into FDOT design process, criteria, and standards
 - Score: 3



Greatest Gains Evaluation – Results

Strategy	Benefit	Cost	Timeframe	Total Score
Incorporate resilience into FDOT design process, criteria, and standards	3	3	3	9



Top Strategies

- Integrate land use in transportation planning to strengthen growth management and resilience
- Improve coordination and collaboration across jurisdictions, plans, and entities
- Incorporate resilience into FDOT design process, criteria, and standards
- Integrate resilience data into transportation planning, prioritization, and project selection
- Establish sustainable and stable funding source to support resilience planning and implementation

- Utilize **green infrastructure** to provide natural protection for vulnerable areas
- Incorporate innovative design and best practices into projects to improve infrastructure resilience
- Incentivize relocation of land uses and infrastructure away from vulnerable areas
- Ensure that vulnerable populations are considered fully in transportation resilience planning
- Consider both **coastal and inland resilience** in transportation planning₁₈



Greatest Gains Evaluation

- Incorporate resilience into FDOT design process, criteria, and standards
- Improve coordination and collaboration across jurisdictions, plans, and entities
- Consider both coastal and inland resilience in transportation
 planning



Survey Information

- You will receive a Survey Monkey link in an email from Jennifer after this meeting
- Please complete the entire survey by the due date
- Results will be compiled and shared following the survey





Wrap Up and Next Steps

- Questions and comments
- Upcoming activities
 - March 26, 2020: Steering Committee Meeting in Gainesville
 - April 20-22, 2020: TransPlex in Orlando
 - June-July 2020: Regional Workshops
- Contact information
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