2060 Florida Transportation Plan





HORIZON 2060

a new era for transportation in florida

Table of Contents

Executive Summary

Florida's transportation system must continue to evolve over the next 50 years to support the transformation of Florida's economy and communities: a larger and more diverse population, an economy based on global markets and innovation, development patterns focused in high density urban centers and rural employment centers, a revolution in technology, and increasing pressure on the state's unique environment. Florida's transportation system must move more people and freight, provide more travel options, connect more places, be safer, and be more efficient and more reliable – all with increasingly constrained resources.

The 2060 Florida Transportation Plan (FTP) marks a new era of transportation in Florida and calls for a fundamental change in how and where Florida invests in transportation. The FTP defines transportation goals, objectives, and strategies to make our economy more competitive, our communities more livable, and our environment more sustainable for future generations.

Florida's transportation system in 2060 will be as profoundly different as today's system is from the one 50 years ago, including:

- A statewide, multimodal transportation system which supports Florida's economic and livability goals by providing better connectivity to both urban and rural areas;
- Greater reliance on public transportation systems for moving people, including a statewide passenger rail network and enhanced transit systems in Florida's major urban areas;
- A statewide, multimodal system of trade gateways, logistics centers, and transportation corridors to position Florida as a global hub for commerce and investment;
- An evolving air and space transportation system enabling Florida to remain a global leader for moving people and cargo between Florida and destinations in other states, nations, and orbit; and
- A new generation of infrastructure, vehicles, fuels, and technologies to enable travel with fewer crashes, reduced delay, and fewer emissions.

How Florida's transportation partners make planning and investment decisions also must transform over the next 50 years:

- Major investment decisions made in the context of statewide and regional visions for Florida's future;
- Transportation agencies and decision making processes reinvented to strengthen regional coordination, reduce fragmentation, eliminate duplication, and increase efficiency; and
- Transportation investment strategies reformed to systematically identify investment needs across all modes, to pursue reliable revenue sources for maintaining and expanding the transportation system, and to accomplish targeted investment priorities.

Florida's transportation partners will implement the 2060 FTP by aligning plans and policies, coordinating activities, and measuring and reporting progress toward achievement of the 2060 FTP goals and objectives. Florida's Governor, Legislature, and public and private transportation partners have the opportunity and responsibility to energize FTP implementation and to advance critical priorities. Together, this partnership will move Florida forward through the 21st century.

2060 FTP Goals

- Invest in transportation systems to support a prosperous, globally competitive economy
- Make transportation decisions to support and enhance livable communities
- Make transportation decisions to promote responsible environmental stewardship
- Provide a safe and secure transportation system for all users
- Maintain and operate Florida's transportation system proactively
- Improve mobility and connectivity for people and freight

A Transportation Vision for 2060

The state of Florida in 2060

- A globally competitive economy serving as a hub for international and domestic trade and investment, and attracting and retaining skilled workers.
- Vibrant urban and rural communities where Floridians have greater choices about where to live, work, learn, play, and shop.
- A healthy environment with improved air and water quality, as well as conservation of critical lands, waters, wildlife, habitats, energy, and other natural resources.

Florida's transportation system in 2060

- Safe and secure travel, as Florida moves toward eliminating fatalities on the transportation system.
- A reliable, efficient, and well maintained transportation system.
- Multiple options for moving people and freight within and among Florida's urban and rural areas, working together as an integrated transportation system.
- Enhanced stewardship of transportation resources through effective planning, efficient decision making, wise investments, proper accountability, and rigorous performance measurement and reporting.

Introduction

The 2060 Florida Transportation Plan (FTP) is a plan for all of Florida. The plan defines Florida's future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. The FTP addresses how our transportation system can meet the needs of a growing population, while helping make our economy globally competitive, our communities more livable, and our environment more sustainable for future generations.

The 2060 FTP is the first statewide transportation plan for Florida to cover a 50 year period. This longer horizon enables all transportation partners to work toward a future transportation vision addressing both today's challenges and tomorrow's opportunities.

A committee of 29 people worked together throughout 2010 to develop the 2060 FTP. The committee members represented all levels of government, multiple modes of transportation, business and economic development organizations, community and environmental interests, the military, and private citizens. The committee was supported by four advisory groups, which involved 74 additional people in developing this plan. A statewide summit, two statewide webinars, 12 regional workshops, nearly 300 briefings at regularly scheduled meetings of transportation partners, and an interactive website helped gather input and feedback from more than 10,000 additional Floridians throughout this process.

The FTP establishes the policy framework for expenditure of state and federal transportation funds flowing through the work program of the Florida Department of Transportation (FDOT). The 2060 FTP goals and objectives also provide guidance to all other transportation partners as they develop and implement future policies, plans, and projects. Working together toward a common vision will ensure Florida's future transportation system supports the state's economic, community, and environmental goals.

The 2060 FTP is organized into three major sections:

- Key trends, issues, and opportunities shaping Florida's transportation past and future;
- Six long range goals to guide Florida's transportation decisions, along with objectives, strategies, and indicators to support each goal; and
- Key actions to implement the 2060 FTP, with emphasis on transportation decision making, funding and finance, and progress tracking and reporting.

Like any dynamic plan, the FTP will be revised and updated to respond to new ideas, as well as changes in social, economic, environmental, and technological factors affecting our transportation system and travel needs.

A Look Back


Coral Gables Rapid Transit Corporation Trolley Cars
Miami, Florida - 1926


Eastern Airlines' Lockheed Electra Airplane
Miami, Florida - 1930s


United Bus Terminal
Miami, Florida - 1931


Seaboard Airline Engine Number 5
Fort Basinger, Florida - 1940s


Jacksonville Dock
Jacksonville, Florida - 1946

Florida's transportation system has developed over the years as the needs of its residents and businesses have evolved. Florida has a long history of rural lifestyles related to resource industries such as agriculture, fishing, forestry, and mining. Early development created centers of commerce like Pensacola, Jacksonville, and Tampa on harbors and rivers. Later, foot trails connecting former colonial towns, Native American villages, and Spanish missions were replaced with a patchwork of roads. By the late 1800s entrepreneurs such as Henry Flagler and Henry B. Plant snaked rail lines down the coasts and over the rivers to connect Jacksonville to Southeast Florida and Tampa. Streetcar systems operated in many large cities in the early 1900s, but ended service over the next few decades as car ownership became more widespread. Florida's road system expanded through the years into a network of state highways and local roads.


Cape Canaveral's First Rocket Launch
Titusville, Florida - 1955

Florida's Turnpike
Golden Glades, Florida - 1957

Nearly 50 years ago, the opening of the first segments of Florida's Turnpike and the national Interstate Highway System helped propel Florida into six decades of economic expansion and uninterrupted population growth. The state began converting its legacy of World War II military airfields into commercial use to serve a booming tourist industry – and Cape Canaveral became the nation's gateway to space. In subsequent years, Florida's seaports expanded in response to increasing global trade and the rapid growth in passenger cruises.

Florida's transportation system, which historically has comprised many different forms of transportation, relies on even more modal options today. The state's first commuter rail system has operated in Southeast Florida for more than two decades, and 28 agencies operate urban fixed route transit systems. Florida now has 14 deepwater seaports, 21 commercial service airports, the nation's largest spaceport, and dozens of other passenger and freight terminals. The Interstate Highway System was completed in the early 1990s, and over time the state developed an extensive network of limited and controlled access highways connecting its major cities. In 2003, the Governor and Legislature created Florida's Strategic Intermodal System, which brings together the state's most significant airports, spaceports, seaports, waterways, railways, passenger and freight terminals, and highways into an integrated system.

These transportation investments have shaped – and have been shaped by – Florida's economy and development patterns. Population increased rapidly, from about five million residents in 1960 to 18.8 million in 2010; Florida is now the fourth largest state in the nation. While large portions of Florida's land area remain rural or undeveloped, the state has become more urbanized. About 84 percent of Floridians lived in urbanized areas in 2010, an increase from 54 percent in 1960. In recent years urban development has tended to occur at the fringe of existing urbanized areas along transportation corridors.

Employment increased even more rapidly than population, from 1.3 million jobs in 1960 to 7.2 million jobs in 2010. The number of visitors increased as well, from 11 million in 1960 to 83 million in 2010. The transportation system has accommodated strong growth in demand, with transit ridership doubling since 1985; seaport tonnage more than doubling since 1970; highway vehicle miles traveled increasing more than 400 percent since 1970; and air revenue passengers up a stunning 1,000 percent since 1960.

A Look Forward

What Will Florida Look Like in 2060?

Florida's population and economic growth are expected to resume as the current recession ends, though not at the pace of previous decades. Florida will likely continue to exceed national growth due to retirement and migration of the baby boomers and strong international immigration and domestic migration of workers in search of economic opportunities and livable communities. State forecasts anticipate a near doubling of both population and employment by 2060, to perhaps 34 million residents and 14 million jobs.

Even as we grow, several key trends suggest Florida in 2060 may be very different from today:

Diverse population. Florida is leading the nation in two important demographic changes – the aging and increasing diversity of our population. By 2030, 26 percent of Floridians will be over the age of 65, compared with about 20 percent nationally. The number of students, visitors, disabled persons, and others with specific mobility needs will continue to grow.

Innovation economy. Florida's economy is increasingly driven by innovation. While traditional strengths in agriculture and tourism remain, Florida's future economy will rely on emerging industries such as aerospace, clean energy, life sciences, and creative industries. These industries tend to develop in clusters around vibrant communities, universities, and research laboratories, where they can gain access to skilled workers.

Global markets. Markets for Florida businesses are shifting from local and regional to global. Global trade patterns will shift following widening of the Panama Canal and anticipated increases in trade from Asia, Latin America, and other markets – positioning Florida as a crossroads for both north-south and east-west trade. Florida's ability to connect to global markets and tap into this trade flow will be a critical driver of future prosperity, yet Florida must compete with other states aggressively pursuing this opportunity.

Emerging megaregions. The key unit of economic competition is shifting from metropolitan areas to megaregions – networks of urban and rural areas connected through economic relationships and infrastructure. The Florida peninsula may be one of about 10 megaregions driving U.S. growth in the global economy – and the connections between Miami and Jacksonville or Orlando and Tampa, for example, may become more important than differences between them. Northwest Florida could become part of this megaregion or may become more integrated with the western Gulf Coast from Alabama to Texas.

Shifting development patterns. The sprawling development pattern of the past 50 years may give way to higher density development focused in urban centers. Florida's diverse population desires a range of choices for where to live – vibrant cities, quiet suburbs, small towns, and rural places – but with distinctive characteristics and easy access from homes to jobs, schools, shopping, and services. Higher density, mixed use urban development and rural employment centers – connected with multimodal transportation corridors and separated by open spaces – will be a key emphasis of development over the next 50 years.

Technological revolution. Rapidly changing technologies will reshape the way Floridians live,

work, and travel. Communication technologies will reduce the need for some trips to work, meetings, shopping, and schools – but at the same time, they may increase the number of small packages moving throughout the state on a daily basis. New vehicle technologies – including small electric vehicles, smart cars and trucks, new large aircraft, high speed railways, enhanced transit systems, mega containerships, and next generation launch vehicles and spacecraft – will reshape existing travel options and provide new options for moving people and freight.

Environmental stewardship. Florida's environment will be under increasing pressure if urban development fragments, encroaches on, or replaces important natural lands, agricultural lands, and open spaces; if population growth strains water supplies; and if growth in travel and industry impacts air and water quality. A changing global climate may impact Florida more than any other state due to its many miles of coastline and its low elevation. How Florida responds to these environmental challenges will be a key determinant of its future quality of life and economic competitiveness.

Changing role of the public and private sectors. Florida's public agencies will redefine their roles to meet the challenges of the next 50 years, while also trying to meet public requirements and expectations with increasingly constrained revenue sources. The private sector will continue to expand its role as a leader or partner with the public sector in accomplishing specific priorities.

What Are Florida's Future Transportation Challenges?

Can Florida's transportation system carry the state forward into the next 50 years as it has over the past 50 years? The answer lies in Florida's response to the following challenges:

- Florida must address the increased demand for moving people and freight, including more specialized mobility options for groups such as older residents and disabled persons. Investments will also be needed to support key industry clusters and to provide more options for workers.
- Florida's role as a global hub requires efficient and reliable connectivity for trade and visitors. Florida's seaports must deepen channels and expand terminals to accommodate growth in freight and cruise passenger activity. Air passengers and cargo travel may exceed available capacity at the state's airports within the next 50 years, unless significant investments in new capacity are made. Florida's spaceports must modernize to maintain the state's historic civil and military strengths and to expand its role in rapidly evolving commercial markets. Each hub must connect efficiently to surface transportation corridors to move people and goods from origin to destination.
- The development of Florida's megaregions requires connectivity between its economic regions. There are few choices for moving people or freight between many of Florida's regions today; highways often are the only option available. If current trends continue, most urban and interregional highway corridors will likely be heavily congested during peak periods by 2035, even after planned investments are made. Available rail capacity may not be sufficient for a significant increase in both passenger and freight demand.
- Providing more choices for where Floridians can live requires more effective transportation options. In many urban areas, residents have few choices for traveling to jobs, schools, shop-

ping, or community resources. Many rural areas may not be sustainable in their current form due to limited economic opportunities and poor connectivity to employment centers or markets in surrounding regions. Transportation investments must support sustainable development patterns as envisioned by the residents of each region of the state.

- Florida's transportation system must evolve to accommodate new types of vehicles, fuels, and logistics practices.
- The sustainability of Florida's environment requires a continued emphasis on making responsible decisions about where transportation facilities are located and how Floridians travel – particularly the impacts of transportation on air quality, energy, climate, water, wildlife, habitat, and land use.
- With nearly 2,600 people losing their lives on Florida roads in 2009, transportation safety remains a concern in all parts of the state. The ability to respond effectively to incidents as well as hurricanes, emergencies, and other disasters also must remain a priority.
- The current fragmentation of decision making responsibilities, particularly at the regional level, may impede progress toward addressing many of these challenges. Florida's economy increasingly functions at a regional, statewide, and global scale, but most transportation decision making processes are organized at a local level. There is no statewide vision to relate transportation to other statewide priorities, and to integrate economic, social, and environmental decisions to create a sustainable Florida.
- Available funding will not be sufficient to pay for needed improvements to the transportation system – and the funding gap is likely to grow as travel demand increases, new initiatives are launched, and the value of the motor fuel tax erodes.
- Leadership and public priorities may change as we make progress toward a 50 year vision. Numerous surveys demonstrate the public does not view transportation as important compared to other issues. It is important to ensure the public continues to view transportation as a benefit to their quality of life, and businesses view transportation as an asset for Florida's economic future. The long term nature of transportation decisions does not match political or business cycles. Significant change in Florida's transportation system will require more information to enhance citizen involvement as well as sustained leadership from the Governor, Legislature, Cabinet, and a wide range of partners.

Statewide and Regional Visioning

Florida should make its most significant transportation decisions – those involving new facilities or services, or major expansion or transformation of existing ones – in the context of long range visions about the future growth and development of Florida's regions and, ideally, the state as a whole.

A vision describes the desired future for an area, ranging in size from a neighborhood to a nation. A vision aligns separate planning processes, so transportation and other investment decisions can be made in concert with land use, economic development, environmental stewardship, and community livability goals. A vision also explores issues and opportunities extending beyond traditional planning horizons and scopes. A vision must reflect extensive citizen input and must demonstrate consensus from a broad circle of elected officials and business and civic leaders.

The 2025 FTP, together with other statewide initiatives, called for greater emphasis on regional visions. Today, most regions of Florida are participating in regional visioning processes. Visioning processes in Central Florida and Tampa Bay, for example, have helped accelerate transformative investments, including plans to introduce high speed rail, commuter rail, and light rail.

In addition to ongoing community visioning efforts, Florida should develop, implement, and maintain visions at regional and statewide levels:

- Regional visions should be developed for large geographic areas sharing common economic, environmental, or cultural ties. Elements of regional visions pertaining to public sector policies and investments should be implemented through changes to strategic regional policy plans, local government comprehensive plans, long range transportation plans, resource agency plans, economic development plans, and other plans. As regional visioning matures, regions should develop new approaches to governance and decision making to help move desired outcomes from concept to implementation in a timely and efficient manner.

- A statewide vision should guide decisions about major state investments. However, a comprehensive statewide vision does not exist today. The FTP provides a statewide transportation vision and goals and is developed within the context of the State Comprehensive Plan. To ensure success, the FTP should be a priority of each successive Florida Governor and Legislature. Integrating the FTP with Florida's Strategic Plan for Economic Development and other public and private statewide plans will provide a unified vision for Florida's future. By providing a geographic perspective on desired development patterns, economic opportunities, and environmental stewardship, a statewide vision can guide the location, type, and character of future state investments, including those involving transportation. A statewide vision should not only integrate the results of regional visions, but also reflect statewide goals and priorities. Elements of the statewide vision pertaining to public sector policies and investments must be implemented through changes to state agency plans.

Long Range Goals and Objectives

A New Era for Transportation in Florida

Transportation partners must work together toward six goals over the next 50 years. Three goals focus on how transportation supports Florida's future prosperity and quality of life and three goals focus on the performance of the transportation system itself. The 2060 FTP goal areas are:

- Economic Competitiveness
- Community Livability
- Environmental Stewardship
- Safety and Security
- Maintenance and Operations
- Mobility and Connectivity

The goals are related and mutually supportive; indeed, all goals must be accomplished to meet the challenges and opportunities Florida will face over the next 50 years. Florida's economic competitiveness depends heavily on the ability of the state's communities and environment to attract and retain businesses and skilled workers and to attract visitors. A healthy economy, in turn, provides job opportunities, boosts incomes, and provides public and private resources to invest in transportation as well as environmental and community resources. Transportation investments and decisions which accomplish multiple economic, community, and environmental goals are particularly important to Florida's future. A safe, secure, efficient, and well maintained transportation system can help accomplish all of these goals.

Transportation investments, particularly at the local level, should help build strong communities. Transportation investments at the regional and state levels should be oriented toward mobility and economic competitiveness needs, while supporting sustainable land use and development patterns and responsible environmental stewardship. In many cases, it will be important to balance multiple perspectives – for example, to determine how best to move freight through congested urban areas or around residential areas, or how to better connect two regions without encroaching on sensitive environmental areas. Such transportation decisions should be made in the context of broader long range statewide and regional visions about future growth and development (see page 9).

The 2060 Florida Transportation Plan (FTP) defines 23 objectives to guide transportation partners toward these six goals. The FTP also identifies responsibilities and strategies for implementing the goals and objectives. Many of these strategies are for immediate action. The FTP also suggests potential indicators to track long term progress as well as short and medium term implementation targets.

GOAL Invest in transportation systems to support a prosperous, globally competitive economy

Florida's economic competitiveness is closely related to the state's ability to provide connectivity and mobility for both people and freight. Transportation investments will help lead Florida's economy out of the recession and will be a key contributor to statewide economic growth and diversification over the next 50 years.

Efficient and reliable connectivity to global markets helps Florida businesses sell goods and services worldwide, and brings business travelers and visitors to the state. Connectivity between Florida's diverse regions strengthens supply chains, distribution networks, and business relationships within Florida and knits Florida together as a megaregion able to compete with other world economies. Connectivity within regions helps build strong clusters of related industries by linking businesses, universities, attractions, and other economic assets.

A diverse, globally competitive, and knowledge based economy requires a multimodal transportation system able to move both people and freight efficiently and reliably. A critical priority is to improve the efficiency and reliability of goods movement, especially from international markets, to serve Florida's consumers and businesses and to enable Florida to expand its role as a hub for trade, logistics, and manufacturing. Targeted investments also should connect established and emerging regional employment centers and should support lands whose greatest economic value is derived from rural uses such as agriculture and other resource based industries, recreation and tourism, renewable energy, military, and related research and development activities.

Long Range Objectives

- Maximize Florida's position as a strategic hub for international and domestic trade, visitors, and investment by developing, enhancing, and funding Florida's Strategic Intermodal System (SIS).
- Improve transportation connectivity for people and freight to established and emerging regional employment centers in rural and urban areas.
- Plan and develop transportation systems to provide adequate connectivity to economically productive rural lands.
- Invest in transportation capacity improvements to meet future demand for moving people and freight.
- Be a worldwide leader in development and implementation of innovative transportation technologies and systems.

Implementation Strategies

State, regional, and local transportation agencies should give greater emphasis to the role of transportation supporting Florida's economic prosperity. They must work closely with economic development organizations to better align future economic and transportation strategies. Carriers, shippers, tourist attractions, and other transportation dependent businesses, as well as major landowners and developers, can play a critical role identifying future mobility and connectivity needs, and in some cases partnering on potential solutions.

- Maximize Florida's ability to handle its own imports and exports through targeted investments in seaports, airports, and other hubs as well as regional distribution networks.
- Support the development of Florida as a major international trade hub with targeted investments in the capacity of and connectivity among

SIS hubs and corridors, such as airports, seaports, rail terminals, integrated logistics centers, highways (some with exclusive truck lanes), rail lines, and coastal and inland waterways.

- Improve the efficiency and connectivity of the supply chain serving Florida's businesses.
- Adopt a proactive process to identify established and emerging regional employment centers based on statewide and regional visions and plans and to identify transportation investments serving these targeted centers.
- Identify transportation investments to improve connectivity to rural employment centers and economically productive rural lands, consistent with statewide and regional visions and plans.
- Include economic development opportunities as a key factor in setting priorities for transportation investment on the SIS and regionally significant facilities.
- Promote transportation projects needed to help advance critical economic development opportunities through targeted funding and quick response planning for SIS and other investments.

Potential Indicators

- Access from businesses to employees, customers, and suppliers within reasonable travel time
- Transportation costs as a percentage of household income or gross state product
- Jobs, income, and gross state product created by transportation investments

GOAL Make transportation decisions to support and enhance livable communities

In a state as large and diverse as Florida, livability means many things to different people. Vibrant cities, family oriented suburbs, unique small towns and villages, rural areas, and open space all appeal to different groups of Floridians. Yet the most livable communities – whether cities, towns, or villages – often share several qualities:

- A variety of places for people to live, work, learn, shop, and play;
- A vibrant economy with a mix of job opportunities;
- An affordable cost of living, including housing, transportation, and consumer goods and services;
- A sense of safety, security, health, and well being for residents of all ages and abilities;
- Distinctive and accessible cultural, historic, and environmental resources;
- Well organized land uses which group together the assets most attractive to residents and encourage mixed uses, while industrial or other related activities are separated from but well connected to residential areas; and
- A mix of transportation options including driving, riding buses and passenger rail, bicycling, and walking.

Transportation alone cannot make a community livable, but effective transportation planning and investment can support many of the qualities desired in a community.

Over the next 50 years, building and sustaining livable communities must be a primary focus of Florida's transportation partners. Transportation decisions should reflect community characteristics and values with a strong emphasis on engaging citizens

in shaping these future choices. Transportation decisions should be made in the context of broader community, regional, and statewide visions and in coordination with other public and private investments and plans. In particular, transportation and land use decisions must be integrated to support sustainable development patterns in both urban and rural areas.

Long Range Objectives

- Develop transportation plans and make investments to support the goals of the FTP and other statewide plans, as well as regional and community visions and plans.
- Coordinate transportation investments with other public and private decisions to foster livable communities.
- Coordinate transportation and land use decisions to support livable rural and urban communities.

Implementation Strategies

Reflecting the many aspects of livability, accomplishing these objectives will be the responsibility of a wide range of transportation partners, including FDOT, metropolitan planning organizations, local governments, and modal providers. They will work in partnership with entities responsible for community and regional visioning, land use, housing, economic development, public health and safety, education, arts and culture, historic resources, parks and recreation, environmental protection, and other community resources.

- Develop transportation plans and make investments reflecting community values and desired characteristics defined in regional and community visions and plans.
- Provide incentives to local governments and regional agencies for transportation investments supporting regional and community visions.
- Identify, evaluate, and set priorities among transportation needs based on a broad set of factors reflecting mobility, land use, economic competitiveness and development, community, public health, education, and environmental and climate impacts.
- Design, build, maintain, and operate the entire roadway corridor to reflect the character and values of the community and, where appropriate, to accommodate the mobility needs of all users including drivers, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.
- Plan and develop transportation facilities to enhance and protect historic, cultural, recreational, and natural resources and other features important to each community.
- Plan and develop transportation systems to support higher density, mixed use development and urban infill and redevelopment at locations identified in regional and community visions and plans.
- Coordinate and co-locate transportation facilities with existing and new utilities and other infrastructure investments to help focus growth in areas targeted for future development and redevelopment in regional and community visions and plans.

Potential Indicators

- Number of counties participating in development and implementation of regional visions
- Community polling on livability issues including satisfaction with public transportation and other mobility options
- Combined cost of housing and transportation as percentage of household income
- Travel time
- Walkability indicators

GOAL Make transportation decisions to promote responsible environmental stewardship

As Florida grows and develops, an important priority must be to ensure Florida's environment is sustainable for future generations. A sustainable environment should have the following characteristics:

- Preservation of critical lands, waters, and habitats;
- Flourishing flora and wildlife populations with well connected habitats;
- Improvements in air and water quality; and
- Conservation of water, energy, and other natural resources for the future.

All of these factors must be considered in making decisions about how to meet mobility and connectivity needs. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters. The identification of a full range of environmental concerns and potential mitigation strategies should occur early in the transportation planning and project development process, so viable solutions to mobility and connectivity needs can be identified and implemented in a timely manner.

A critical issue is reducing transportation's impact on energy consumption and associated emissions of air pollutants and greenhouse gases. Several parts of Florida are at risk of not meeting changing federal air quality standards, partly the result of mobile emissions from transportation sources. Transportation accounted for about 36 percent of greenhouse gas emissions statewide based on recent estimates, second only to the energy sector. Over the next 50 years, Florida's transportation system will continue shifting to more energy efficient modes, vehicles, and technologies.

Long Range Objectives

- Plan and develop transportation systems and facilities in a manner which protects and, where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts.
- Plan and develop transportation systems to reduce energy consumption, improve air quality, and reduce greenhouse gas emissions.

Implementation Strategies

All public and private entities who plan, develop, or operate transportation facilities share responsibility for ensuring transportation decisions promote responsible environmental stewardship. Coordination of transportation and resource planning and management is the responsibility of federal, state, regional, and local transportation and environmental resource agencies, working through well established partnerships. Addressing energy, air and water quality, and greenhouse gas reduction goals involves additional partners at the federal, state, regional, and local levels, as well as the private sector.

- Plan and develop transportation systems and facilities in a manner consistent with the protection and management of surrounding natural resources, including those identified in conservation plans established collaboratively by resource agencies, private land owners, and other partners.
- Provide connectivity using appropriate transportation modes to recreational areas and other natural lands intended for public access.

- Plan, develop, and maintain transportation facilities in a manner which avoids and minimizes fragmentation and sustains the ecological value and functions of wildlife habitats, other natural areas, and agricultural lands.
- Promote greater use of renewable and low emission fuels for transportation.
- Promote more energy efficient transportation infrastructure, vehicles, modes, and technologies for moving both people and freight.
- Strengthen coordination of transportation, land use, and development decisions to reduce trip lengths, increase motor vehicle occupancies, and increase public transportation and non-motorized trips.
- Encourage transportation agencies and partners to demonstrate leadership through increased use of and public education about energy efficient and low emission vehicles, recyclable materials, and renewable energy sources.

Potential Indicators

- Critical lands, waters, and habitats enhanced and negative impacts avoided by transportation investments
- Energy consumption for transportation uses (total and per capita)
- Transportation related air quality pollutants and greenhouse gas emissions (total and per capita)
- Areas meeting federal air quality standards

GOAL Provide a safe and secure transportation system for all users

Nearly 2,600 people lost their lives on Florida's roads in 2009. This represented a rate of 1.3 fatalities per 100 million vehicle miles traveled - the lowest fatality rate in the 40 years this statistic has been recorded. The fatality rate has declined for four consecutive years, but any fatality is too many. Significant safety issues include protecting pedestrians, bicyclists, motorcyclists, and elder and younger drivers; mitigating high risk areas such as intersections; and addressing safety belt use and aggressive, impaired, or distracted driving. Public transportation safety also must be a priority as Florida provides more options for moving people and freight. Key emphasis areas will include locations where modes intersect, such as at-grade rail crossings, and where transportation corridors are used by both people and freight.

Hurricanes, wildfires, and other natural disasters in Florida have highlighted the importance of effective emergency response and the vulnerability of the transportation system to major disruption. Florida's location and large number of military installations create a unique role in America's response to conflicts and natural disasters throughout the Western Hemisphere and the globe. The transportation system must function effectively during these emergencies, whether to evacuate residents, to bring response personnel and equipment on site, or to send military and humanitarian aid around the globe. Florida also must remain vigilant about protecting the security of its transportation system without impeding the mobility of people or freight.

While specific strategies for safety, security, and emergency management are unique, several common approaches exist. Success requires collaboration among multiple partners; comprehensive strategies combining both preventative

and responsive measures; sound data to inform decisions and guide investments; and innovative use of new technologies and approaches – all working together to meet the high expectations of Florida's residents, visitors, and businesses for a safe and secure transportation system.

Long Range Objectives

- Eliminate fatalities and minimize injuries on the transportation system.
- Improve the security of Florida's transportation system.
- Improve Florida's ability to use the transportation system to respond to emergencies and security risks.

Implementation Strategies

Transportation safety, security, and emergency management require collaboration among multiple entities at the federal, state, regional, and local levels, including some agencies whose primary focus is not transportation. Close coordination, effective working relationships and information exchange, and adequate management and staff support are needed at all levels.

- Implement a comprehensive approach to safety improvement across all modes, emphasizing engineering, education, enforcement, and emergency response.
- Improve safety and security data systems, analysis tools, and performance measures to focus resources on significant opportunities for safety and security improvement.
- Regularly update and implement Florida's multi agency Strategic Highway Safety Plan to promote safety improvements on all roads and develop comparable safety plans for other modes.
- Include a safety and security improvement component in all statewide, regional, and local transportation plans.
- Incorporate transportation user and worker safety and security for all modes in all phases of transportation planning and implementation.
- Implement a comprehensive approach for enhancing transportation security and emergency management through development and regular update of statewide and regional emergency response plans to define roles and strategies related to preparedness, prevention, detection, protection, response, recovery, and mitigation.
- Support emergency evacuation, response, and post-disaster recovery activities through transportation planning and management decisions.
- Increase the use of technology to improve transportation safety, security, and emergency management, including public sector actions to develop standards and adapt infrastructure to facilitate vehicle, communications, and related technology investments.
- Provide transportation connectivity to Florida's military facilities to support their national security and emergency management functions.

Potential Indicators

- Incidents or crashes by mode (total and rates)
- Fatalities and injuries by mode (total and rates)
- Security incidents involving the transportation system
- Percentage of transportation facilities meeting federal or state security standards (where defined) by mode
- Emergency response and management measures (such as emergency response and planned evacuation times)

GOAL Maintain and operate Florida's transportation system proactively

Florida's transportation system represents an investment of billions of dollars. Maintaining these assets requires both routine activities, such as filling potholes, removing litter, and inspecting vehicles, and major preservation activities, such as resurfacing roadways and runways, maintaining channel depths, and rehabilitating rail lines, bridges, and bulkheads at seaports. Proactive maintenance helps transportation facilities operate efficiently, helps ensure people and freight can travel safely and reliably, and delays the need for costly reconstruction or replacement by keeping transportation assets in a state of good repair.

The physical condition of Florida's state highways and bridges is among the best in the nation, reflecting decades of ongoing maintenance. The excellent condition of state transportation facilities will be increasingly difficult to maintain over the next 50 years due to increased travel, rising costs, funding constraints, and aging infrastructure. Less information is available on the physical condition of local roads and public transportation facilities and on privately owned facilities, but funding constraints have made even routine maintenance a challenge for many local governments and other partners.

System maintenance must remain an important foundation of Florida's transportation plan over the next 50 years, although the function of some facilities may change during this period. If the primary use of a corridor or hub changes over time – from moving primarily people to moving primarily freight or from long distance travel to local traffic – the maintenance standards for that facility may change as well. System owners also will give more attention to identifying where the risk and impact of service interruptions is greatest, including but not limited to risks resulting from the impacts of climate trends.

Florida must optimize the use of its transportation system so each component of the system can function as intended. Efficient operation and management of transportation facilities can help ensure travel on these facilities remains safe and reliable. Key strategies include rapid response to and clearance of crashes and other incidents; improved traffic signal timing; more efficient management of seaport, rail, and other freight terminals; and real time traffic management.

Long Range Objectives

- Achieve and maintain a state of good repair for transportation assets for all modes.
- Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of climate trends and events.
- Minimize damage to infrastructure from transportation vehicles.
- Optimize the efficiency of the transportation system for all modes.

Implementation Strategies

Florida's transportation system comprises many modes of transportation owned and operated by various levels of government and the private sector. To the extent possible, these owners are responsible for the maintenance and operations to keep these transportation facilities in working order. Strong collaborative relationships are needed to pursue targeted strategies such as improving regulatory enforcement, operating transportation facilities on a real time basis, and deploying and using technology to monitor and manage the system.

- Monitor the physical condition, operational performance, and use of Florida's transportation system and use these data to inform investment decisions.
- Include risk of service interruption as a factor in identifying and setting priorities among major infrastructure maintenance needs.
- Research, develop, and deploy state-of-the-art materials, technology, and methodologies to improve the physical condition and operational performance of transportation infrastructure.
- Leverage public and private partnerships and innovative contracting to maximize the benefits achievable from maintenance and operations investments.
- Design, develop, and maintain transportation infrastructure able to accommodate changing demands and regulations, including larger or heavier loads.
- Minimize damage to transportation infrastructure from transportation vehicles by establishing and enforcing appropriate safety, usage, and other regulations for each mode.
- Develop refined data and decision making tools to better integrate climate trends and their potential impacts into decisions about designing, constructing, maintaining, and operating transportation infrastructure.
- Plan for and deploy a network of sensors and communications infrastructure, along with supporting databases and models, to monitor and manage the performance of critical infrastructure on all modes on a real time basis.
- Emphasize transportation systems management and operations strategies to optimize performance of existing facilities.

Potential Indicators

- Physical condition of infrastructure and equipment by mode (such as percent meeting standards)
- Capacity utilization by mode

GOAL Improve mobility and connectivity for people and freight

The most fundamental purpose of transportation is mobility and connectivity – linking people to jobs and services, businesses to suppliers and customers, visitors to destinations, and students to schools. Florida's transportation system must provide connectivity and mobility for three types of trips:

- Trips between Florida regions, and between Florida and other states and nations. The primary network for providing this connectivity for both people and freight is Florida's Strategic Intermodal System (SIS).
- Trips between communities within Florida's regions.
- Trips within local communities.

The first two categories of trips are important for Florida's economic competitiveness because they link Florida's businesses to markets around the state and worldwide. The local and regional trips contribute to the livability of communities by linking residents to jobs, schools, services, and other amenities.

Florida's transportation system today heavily relies on roads to move both people and freight. Under current travel and growth patterns, highway vehicle miles traveled are projected to increase 70 percent between 2008 and 2035. The volume of freight moving to, from, and within Florida is projected to increase 91 percent between 2002 and 2035. Based on existing data, population and employment both are projected to as much as double by 2060. Therefore the 50 year increase in travel demand could be even greater.

Florida should provide residents, visitors, and businesses with more choices among transportation modes. All modes must function together as an integrated transportation system.

Long Range Objectives

- Expand transportation options for residents, visitors, and businesses.
- Reinforce and transform Florida's Strategic Intermodal System facilities to provide multimodal options for moving people and freight.
- Develop and operate a statewide high speed and intercity passenger rail system connecting all regions of the state and linking to public transportation systems in rural and urban areas.
- Expand and integrate regional public transit systems in Florida's urban areas.
- Increase the efficiency and reliability of travel for people and freight.
- Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination.

Implementation Strategies

Numerous agencies at the federal, state, regional, and local levels are responsible for meeting connectivity and mobility needs for both people and freight. Transportation planning and investment responsibilities have shifted from the agencies owning or operating individual facilities to partnerships at the statewide, regional, or local levels to meet the specific needs for mobility and connectivity at each scale. FDOT is the lead agency for mobility and connectivity between regions and between Florida and other states and nations. Regional entities play the lead role on mobility and connectivity between communities within a region, and local governments have the primary responsibility for identifying and addressing local mobility needs. The private sector owns and operates key elements of the transportation system such as freight rail systems, and increasingly partners with the public sector to design, build, operate, and maintain transportation facilities and services.

- Continue to prioritize investment in SIS hubs, corridors, and connectors, including identifying opportunities to transform existing SIS facilities and create new SIS facilities.
- Coordinate with other states to improve connectivity on multistate highway, rail, and waterway corridors connecting Florida to the rest of the United States.
- Coordinate the efforts of the Florida Rail Enterprise with regional and local partners and the private sector to develop and operate the statewide high speed and intercity passenger rail system and to link this system with public transportation systems.
- Increase the capacity and connectivity of urban public transit systems.
- Provide appropriate public transit services and other transportation options in rural areas.
- Work with regional and local partners to develop regional systems of bicycling and pedestrian facilities and integrate these facilities with the road network, transit systems, and enhanced support services.
- Increase access to housing, jobs, schools, services, and amenities through convenient and affordable transportation choices for residents and visitors.
- Increase access to the global supply chain and distribution networks for businesses.

- Provide reliable transportation options to meet the unique mobility needs of persons with disabilities, older adults, low income persons, and others without ready access to automobiles.
- Deploy integrated real time information systems to share transportation information across jurisdictions, modes, and agencies, including development of a statewide electronic payment and scheduling system encompassing tolls, transit and rail fares, public parking systems, and other related payments.
- Encourage the development and use of telecommuting, distance education, virtual meeting, and other communications technologies.

Potential Indicators

- Person miles traveled
- Highway vehicle miles traveled
- Percentage of travel using each mode for people and freight
- Accessibility to public transportation facilities
- Person and freight hours of delay
- Reliability of travel and delivery (such as on time arrival or variability of travel times)

Florida cannot achieve the 2060 FTP goals and objectives without the commitment of transportation partners to:

- Implement a 21st century governance model to reduce fragmentation and improve the quality and efficiency of transportation decision making;
- Implement a strategic approach to transportation investment to provide reliable funding for statewide, regional, and local priorities; and
- Identify specific short term actions to begin implementation of the 2060 FTP goals and objectives, and measure and report progress toward implementation.

21st Century Governance Model

The current fragmentation in transportation decision making responsibilities and processes is one of the most significant challenges to implementing the 2060 FTP. A large number of government entities are responsible for planning and funding decisions affecting Florida's transportation system (see box for a partial listing). Planning and funding processes generally are organized by transportation mode and jurisdiction, which impedes cooperation across modes or at a regional or statewide scale. Differences in plan update schedules, horizon years, assumptions, and prioritization processes across agencies and jurisdictions further complicate decision making.

Examples: Entities with Transportation Decision Making Responsibilities

411	municipalities
67	counties
26	metropolitan planning organizations
28	fixed route transit system operators
11	regional planning councils
11	transportation authorities under oversight of the Florida Transportation Commission
7	FDOT Districts
2	FDOT Enterprises

Today's transportation governance system must be reinvented to achieve the goals of the next 50 years. A new approach to transportation governance and decision making should reflect six key characteristics (see box on page 22).

Florida's transportation governance and decision making processes should mirror the three types of trips defined as part of the 2060 FTP Mobility and Connectivity goal, with effective structures at the state, regional, and local levels. Local processes are well established to support local mobility decisions, but critical reforms are needed at the state and regional levels.

Statewide Vision

Florida has multiple visions and plans addressing transportation, land use, economic development, environmental stewardship, and related issues. Florida needs an integrated statewide vision or strategic plan for coordinating the 2060 FTP and other visions and plans and for providing a unified view over a 50 year period. A statewide vision would provide a framework for linking regional visions and priorities to accomplish statewide goals and build Florida's megaregions. The statewide vision should provide a geographic perspective on desired development patterns, economic opportunities, and environmental stewardship to influence decisions about the location and character of transportation and other investments.

Florida's transportation partners stand ready to participate in developing such a vision. The statewide vision should be developed under the authority of the Governor and Legislature and implemented through coordinated actions of all state and regional agencies. As the state's chief planning officer, the Governor has the unique ability to champion a statewide vision and reinforce its implementation through agency heads. There is an opportunity to integrate strategic visioning frameworks which currently exist or are being developed by statewide organizations and commissions.

Regional Decision Making

Florida has more metropolitan planning organizations (MPOs) than any other state, and a relatively large number of fixed route transit system operators, airports, seaports, and toll authorities. Most of these entities operate at a county scale. Florida's economy increasingly functions at a regional scale, but few organizations are able to coordinate regional transportation priorities today. Improved regional decision making will require restructuring existing institutions and processes, including consolidation of transportation entities to reflect urbanized area growth trends, commuting patterns, funding mechanisms, and other economic relationships. Key strategies include:

- Transition Florida's MPO structure to focus on regional and metropolitan scale transportation issues. This transition may require restructuring of existing MPOs to become independent organizations not housed by a single local government; stronger coordination among MPOs within common urbanized areas or reflecting broader economic relationships, such as building on existing MPO alliances; and long term consolidation of MPOs within urbanized areas or broader regions. Federal and state

21st Century Transportation Governance

- Collaborative and sustained leadership from the government, private, and civic sectors
- Clearly defined roles to avoid duplication of effort and to leverage overlapping expertise
- Inclusive, accountable, cost effective, and timely decision making processes
- Flexible plans and programs to adapt to rapidly evolving needs and opportunities
- Integration of transportation decisions with land use, economic, environmental, community, public health and safety, security, and related considerations
- Defragmentation of decision making using logical and consistent boundaries at the state, regional, and local levels

law provides an opportunity to examine potential MPO restructuring following each decennial census.

- Strengthen regional transportation planning and priority setting in rural areas. Building on existing processes, Florida's rural regions each should identify an agency responsible for developing a regional transportation plan to define regional priorities for state funding as well as other funding sources. Together with the MPOs, these agencies would provide a comprehensive system for long range regional transportation planning for all of Florida.
- Develop a governance structure to promote integrated regional transit throughout Florida, including potential consolidation of existing transit agencies or creation of regional transit agencies. Some regions may determine regional transit needs are best addressed through a broad organization which also covers planning and implementation for other modes.
- Strengthen regional planning and coordination among seaports, airports, spaceports, railroads, and other modal partners.
- Strengthen cooperation among operating agencies, local governments, law enforcement, and emergency response agencies on regional transportation safety, security, and operational issues.
- Provide financial incentives and technical assistance to help Florida's MPOs, transit agencies, and other entities transition to this regional model.

Process Changes

Statewide and regional coordination should be further enhanced by efforts to:

- Document desired outcomes at the state, regional, and local levels and clearly define decision making roles, processes, and milestones for achieving these outcomes;
- Identify necessary statutory changes and interagency agreements to codify and implement this governance framework;
- Continue to strengthen public outreach and involvement activities to enable the full range of stakeholders and the public to provide input on key decisions;

- Improve interagency data sharing and coordination, including expanding the use of the Efficient Transportation Decision Making process to include all types of transportation investments and migrating to a common data platform and tools across agencies;
- Coordinate among partners to track progress of mutual commitments for supportive transportation, land use, economic development, and environmental policies as well as related investments;
- Provide incentives and remove disincentives or barriers to public-private partnerships; and
- Develop future transportation leaders and champions at the state, regional, and local levels and encourage statesmanship, stewardship, and innovation among these leaders.

Strategic Approach to Transportation Investment

Transportation is an investment in Florida's future. Continued growth in travel demand and the associated cost of transportation improvements have exceeded Florida's ability to provide acceptable service and access for person and freight trips. Estimates available from FDOT, MPOs, and other partners all point to significant funding shortfalls. The most recent estimate of unfunded needs as-

sociated with the Strategic Intermodal System (SIS) alone is more than $53 billion, expressed in 2006 dollars; a new estimate to be published in early 2011 is expected to be much higher. The SIS unfunded needs address the state's largest and most significant spaceports, airports, seaports, waterways, freight and passenger rail systems, and highways; they do not include estimates for most state highways, nor locally owned roads, all local transit systems, small aviation facilities, and small seaports and local waterways.

This gap is likely to grow as improved fuel efficiency, new technologies, and increased public transportation use and non-motorized travel reduce the long term viability of motor fuel taxes as the primary state and federal revenue source for transportation improvements. There is little consensus regarding restructuring existing or adding revenue sources at the federal or state level. The future structure and level of federal transportation funding may change in upcoming federal authorizations. State transportation revenues have been reduced significantly during the recession and in recent years a portion of state transportation revenues from user fees have been diverted for non-transportation uses. Most counties have not fully exercised the local option taxes available to them for transportation improvements. Expanded public transportation systems may not be possible without developing a long term solution for funding operations and maintenance of these systems.

Transportation funding is provided by federal, state, and local government and private sector sources. This fragmentation has led to competing and often conflicting priorities, silos of funds not easily transferrable to other purposes, and an absence of consensus regarding how funding shortfalls should be addressed.

It will be impossible to achieve the 2060 FTP goals without major reforms in transportation finance and funding. A new 21st century investment framework must include the following:

- Systematically identify transportation needs, revenues, and shortfalls across all modes. Current estimates of transportation needs, particularly for additional capacity, reflect a range of goals and assumptions regarding population and economic growth, development and travel patterns, and desirable transportation service levels. FDOT, MPOs, modal operators, and other partners should update and integrate estimates of long term investment needs using consistent time horizons and assumptions.
- Pursue greater choices and flexibility for raising and investing sustainable local, regional, and state transportation resources, including but not limited to:
  - Identify a sustainable replacement for or supplement to the motor fuel tax as a revenue source, considering factors such as evolving technologies and energy policy;
  - Aggressively pursue a greater return of federal transportation taxes and the flexibility to use those funds consistent with state, regional, and local priorities;
  - Develop a strategic approach, consistent with competitive federal transportation funding initiatives, to position Florida to receive additional federal funds;
  - Establish funding sources and incentives for projects of regional significance, including long term operation and maintenance of urban transit and passenger rail systems;
  - Encourage the use of tolls, user fees, and market choices such as express lanes, express buses, and innovative transportation options; and

- Continue to add to and make use of financing tools such as public-private partnerships, joint funding, and the prudent use of debt to implement projects which cannot be funded using traditional sources.

- Establish clear priorities for future transportation investments to continue the high priority for safety and maintenance, while also maximizing funding for moving people and freight. State, regional, and metropolitan investment priorities for capacity enhancements should recognize the importance of the SIS (including statewide passenger rail systems), urban and regional public transit, and other regionally significant facilities.

- Reduce the cost of providing and operating transportation facilities.

- Develop and carry out a public education program to demonstrate the positive impact of transportation improvements on economic competitiveness and community livability and to enable a better understanding of how transportation funds are collected and used.

Implementing, Measuring, and Tracking Progress

The 2060 FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. State law requires FDOT to implement its responsibilities under the FTP, and to use the FTP as a framework to guide its investment decisions. For other partners, the FTP provides guidance but no specific requirements. The 2060 FTP calls on all transportation partners to voluntarily commit to:

- Align other statewide, regional, and local transportation and related plans to reflect the 2060 FTP goals, objectives, and strategies, including those related to governance and investment. The 2060 FTP provides the basis for updating the SIS Strategic Plan and the statewide plans for aviation, spaceports, seaports, waterways, rail, and transit. The FTP also can inform future updates of the MPO long range transportation plans as well as related state, regional, and local plans.

- Establish short range objectives and actions. Each partner should develop measurable objectives for meeting its responsibilities over the next five to ten years, and use these objectives as input to investment decisions.

- Review and update processes and guidelines to make sure we achieve desired results. In addition to the FTP and other adopted plans, transportation decisions are guided by a wide variety of policies, standards, procedures, and guidelines developed by FDOT, MPOs, local governments, modal operators, and others. Each partner should refine and, where needed, update or replace existing processes and guidelines for consistency with the FTP goals.

- Expand the use of consistent performance measures and indicators, based on FTP goals and objectives, to monitor system performance, guide investment decisions, and demonstrate progress in achieving these goals and objectives.

- Improve available data and tools to evaluate performance and progress.

- Document and report progress on specific commitments made by each partner toward FTP implementation.

- Develop and regularly update a statewide transportation scorecard to share system performance information and report progress toward 2060 FTP implementation with partners and the public.

- Under FDOT's leadership, periodically convene partners to review progress in implementing the 2060 FTP and address emerging or outstanding issues.

Conclusion

Implementation of the 2060 FTP will help Florida enjoy:

- A globally competitive economy serving as a hub for international and domestic trade and investment, and attracting and retaining skilled workers;
- Vibrant urban and rural communities where Floridians have greater choices about where to live, work, learn, play, and shop;
- A healthy environment with improved air and water quality, as well as conservation of critical lands, waters, wildlife, habitats, energy, and other natural resources;
- Safe and secure travel, as Florida moves toward eliminating fatalities on the transportation system;
- A reliable, efficient, and well maintained transportation system;
- Multiple options for moving people and freight within and among Florida's urban and rural areas, working together as an integrated transportation system; and
- Enhanced stewardship of transportation resources through effective planning, efficient decision making, wise investments, proper accountability, and rigorous performance measurement and reporting.

By moving forward together, Florida's transportation partners can accomplish the goals and objectives of the 2060 FTP, improving Florida's economic competitiveness and ensuring quality of life for future generations.

Climate trends – Trends reflecting changes in the statistical distribution of weather over periods of decades or longer (e.g., rainfall, flooding [hundred year storm], storm surge, and mean high water).

Community – A geographic grouping of people who typically share economic and social relationships. A community refers to a smaller area within a larger context (e.g., neighborhood, town, and city).

Connectivity, transportation – The ease with which destinations may be reached because the locations are well connected and more accessible.

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.

Economic development – Sustained increase in the economic standard of living of the population of a country (or any other defined geographic region), normally accomplished by increasing its stocks of physical and human capital and improving its technology.

Efficient Transportation Decision Making (ETDM) – A FDOT initiative to improve and streamline the environmental review and project development process by involving resource agencies, concerned communities, and other stakeholders from the first step of planning. Agency interaction continues throughout the life of the project, leading to better quality decisions and an improved linkage of transportation decisions with social, land use, and environmental preservation decisions.

Emergency management and response – Actions taken to prepare for, respond to, and recover from an incident threatening life, property, operations, or the environment (natural and manmade hazards).

Environmental stewardship – Protecting and responsibly managing all of our resources for present and future ecological and human uses.

Integrated – Having different forms of transportation with different infrastructure, information systems and payment structures combined to form a single, unified transportation system.

Intermodal – Denotes the seamless movement of people or cargo between transport modes.

Hub, trade – A place where cargo is exchanged between vehicles or transport modes, as well as moves through value added activities (logistics, manufacturing, assembly).

Livability – The combined factors which together contribute to the unique context of a community's quality of life – including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment, and recreational choices.

Local government comprehensive plan – A plan to guide future growth and development in each of Florida's counties and municipalities, required by Chapter 163, Florida Statutes. The plan must be developed and adopted by every county and municipality in Florida and include chapters or elements that address future land use, housing, transportation, infrastructure, coastal management, conservation, recreation and open space, intergovernmental coordination, and capital improvements.

Long range transportation plan – A long range (at least 20 years) policy, strategy, or capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated at least 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.

Maintenance – Activities undertaken to keep the state's transportation infrastructure and equipment operating as intended, to eliminate deficiencies, and to extend or achieve the expected life of facilities before reconstruction is needed. These include routine or day-to-day activities (e.g., pothole patching, mowing, litter removal, guardrail repair and striping, routine bus inspection and maintenance, and periodic dredging of channels) and periodic major projects (e.g., resurfacing roadways and runways, and rehabilitating bridges and bulkheads at seaports).

Megaregion – Large networks of metropolitan regions. The five major categories of relationships that define megaregions are: environmental systems and topography; infrastructure systems; economic linkages; settlement patterns and land use; and shared culture and history.

Metropolitan planning organization (MPO) – An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and

programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the planning of transportation facilities functioning as an intermodal transportation system and the coordination of transportation planning and funding decisions.

Mobility – The degree to which the demand for the movement of people and goods can be satisfied. Mobility is measured in Florida by the quantity, quality, accessibility, and utilization of transportation facilities and services.

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 – The option for the use of at least two transportation modes for moving people or freight on a trip.

Natural environment – The surroundings not made by humans within which the transportation system operates. This includes natural upland and wetland ecosystems such as wildlife and fisheries habitats, water resources, and listed wildlife and plant species.

Region – An area of distinctive communities, cities, and counties where residents share: a geographic identity and are socially, economically, and culturally interdependent; a capacity for planning and function; and a capacity to create competitive advantage.

Regional planning council (RPC) – An organization promoting communication, coordination, and collaboration among local governments, metropolitan planning organizations, and other local regional authorities on a broad range of regional issues, including transportation and land use planning. The entire State of Florida is covered by the boundaries of the 11 RPCs.

Reliability – The degree of certainty and predictability in travel times on the transportation system. Reliable transportation systems offer some assurance of attaining a given destination within a reasonable range of expected time. An unreliable transportation system is subject to unexpected delays, increasing costs for system users.

Security – Actions taken to protect system users and workers, critical infrastructure, cargo and other assets, and communities from terrorism and crime related to the transportation system.

State of good repair – A condition where all asset life cycle investment needs (e.g., preventative maintenance, rehabilitation, and replacement) have been addressed and no capital asset exceeds its useful life.

Strategic Intermodal System (SIS) – A transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Strategic regional policy plan – A long range policy guide for the physical, economic, and social development of a region through the identification of regional goals and policies. At a minimum, the plan must address affordable housing, economic development, emergency preparedness, natural resources of regional significance, and regional transportation.

Sustainability – Meeting the needs of the present without compromising the ability to meet the needs of the future, from a social, economic, and environmental perspective.

Transportation corridor – Any land area designated by the state, a county, or a municipality which is between two geographic points and which is used or is suitable for the movement of people and goods by one or more modes of transportation (aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail [commuter, intercity passenger, and freight], transit, space, and water), including areas necessary for management of access and securing applicable approvals and permits.

Transportation infrastructure – Capital assets that convey or move people, freight, or vehicles (included but not limited to roads, highways, railways, waterways, seaports, airports, spaceports, transit systems, bicycle paths, pedestrian walkways, and ferries).

Transportation operations – Strategies and programs to optimize the performance of existing multimodal infrastructure to reduce delay and improve the security, safety, and reliability of the transportation system. These strategies typically involve measuring performance and actively managing a defined network of the transportation system to achieve performance objectives.

Transportation system – Individual facilities, services, forms of transportation (modes), and connectors combined into a single, integrated transportation network.

Transportation vehicle – Any means in or by which someone travels or something is carried or conveyed; a means of conveyance or transport.

Vision – A long term, shared framework for decision making to achieve a desired future for a state, region, community, or other geographic area.