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MEETING NOTICE

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

There will be a meeting of the North Central Florida Regional Planning Council on **January 28, 2021**. Due to the COVID-19 Public Health Emergency, the meeting will be held virtually via communications media technology at **7:00 p.m.**

To join the meeting from your computer, tablet or smartphone:

<https://global.gotomeeting.com/join/858000781>

DIAL IN NUMBER: Toll Free 1.877.309.2073

ACCESS CODE: 858 000 781

MEETING STARTS AT 7:00 P.M.

*Please call the Council at 352.955.2200, or 800.226.0690, or email tucker@ncfrpc.org by January 26, 2021 to let us know if you will be attending the meeting. (You can call after hours and leave a message on voice mail too.) **THANK YOU.***

Please be advised that the Council meeting packet is posted on the Council website at <http://ncfrpc.org> (click on Upcoming Meetings and Meeting Packets, then click on North Central Florida Regional Planning Council Full Packet.)

Dedicated to improving the quality of life of the Region's citizens,
by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.



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AGENDA

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

Virtual Public Meeting
Via Communications Media Technology
Gainesville, Florida

January 28, 2021
7:00 p.m.

- I. INVOCATION
- II. PLEDGE OF ALLEGIANCE
- III. INTRODUCTIONS
- IV. APPROVAL OF CONSENT AGENDA
 - * A. Minutes - December 10, 2020 5
 - * B. Monthly Financial Report - November 2020 13
 - * C. Interagency Agreement with Central Florida Regional Planning Council to Assist with Local Government Comprehensive Plan Study 19
 - * D. Transportation Disadvantaged Local Coordinating Board Appointments 21
- V. APPROVAL OF REGULAR AGENDA
- VI. GUEST SPEAKER - Jerry Parrish, Chief Economist and Director of Research
Florida Chamber Foundation
- VII. CHAIR REPORT -
 - A. Introduction of New Members - Travis Land, Suwannee County
Donnie Waldrep, Madison County
 - * B. Resolutions of Appreciation - Ken Cornell, Alachua County 23
Don Hale, Suwannee County
 - * C. Transportation Disadvantaged Program 31
Resolutions of Appreciation - Don Hale, Suwannee County
Darlene Strimple, Career Source Florida Crown
 - * D. Committee Appointments 37
 - * E. Middle and Lower Suwannee River and Withlacoochee River 39
Task Force Appointments

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by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.

VIII. COMMITTEE REPORTS

A. Executive Committee -

- * 1. Proclamation Declaring February 22-28, 2021 Hazardous Materials Awareness Week 41
- * 2. Resolution No. 2021-01 Recognizing 100th Anniversary of Dixie County 45
- * 3. Resolution No. 2021-02 Recognizing 100th Anniversary of Union County 49
- * 4. Resolution No. 2021-03 Supporting Access to Affordable, Reliable High-Speed Internet Throughout Florida 53
- * 5. Resolution No. 2021-04 Opposing Senate Bill 62 Concerning Regional Planning Councils 57

* B. Clearinghouse Committee 63
Committee Level Comprehensive Plan Review Items

- 1. #21 - Taylor County Comprehensive Plan Adopted Amendment (DEO No. 19-1ESR)
- 2. #23 - City of High Springs Comprehensive Plan Adopted Amendment (DEO No. 20-3ESR)
- 3. #24 - City of Lake City Comprehensive Plan Draft Amendment (DEO No. 20-4ESR)

IX. EX-OFFICIO MEMBER REPORTS

X. CITIZEN COMMENTS

This agenda item provides an opportunity for citizens to address the Council on any matter not included on the agenda. The comment period is limited to three minutes for each individual.

XI. EXECUTIVE DIRECTOR REPORT

- * A. Florida Regional Councils Association Monthly Activity Report 65
- * B. Florida Regional Councils Association Policy Board Forum Report 69
- * C. Florida Regional Councils Association Forward Newsletter 71
- * D. 2019-20 Florida Regional Council Association Annual Report 75
- * E. Florida Chamber Foundation Scorecard 93
- * F. Legislative Report 103
- * G. Florida Department of Transportation Florida Transportation Plan Policy Element and Performance Element 105

XII. COUNCIL MEMBER ANNOUNCEMENTS

XIII. NEXT MEETING - February 25, 2021

- * See Attachments

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
MINUTES

Virtual Meeting
Via Communications Media Technology

December 10, 2020
7:00 p.m.

MEMBERS PRESENT

Anthony Adams, Lafayette County
Mary Alford, Alachua County
David Arreola, City of Gainesville
Patricia Bouie Hutchinson, City of Hawthorne
Robert Brown, Hamilton County
LaBarfield Bryant, City of Jasper
James Catron, City of Madison
Charles Chestnut IV, Alachua County
Frank Davis, City of Live Oak
Louie Davis, City of Waldo
Thomas Demps, Taylor County
Don Hale, Suwannee County
Fletcher Hope, City of Archer
John Meeks, Levy County
Janice Mortimer, City of Starke
Daniel Riddick, Bradford County
Reina Saco, City of Gainesville
Jody Stephenson, Dixie County
James Tallman, Union County
Marihelen Wheeler, Alachua County
Robert Wilford, City of Alachua
Stephen Witt, City of Lake City

NON-VOTING DELEGATE PRESENT

Kristyn Adkins, City of High Springs

EX-OFFICIO MEMBER REPRESENTATIVES

Ben Glass, Suwannee River Water
Management District
Tom Mirti, Suwannee River Water
Management District
Daniel Penniman, Florida Fish and Wildlife
Conservation Commission
David Tyler, Florida Department
of Transportation

MEMBERS ABSENT

Mark Clark, City of Newberry
Mike Deming, City of Perry
Linda Jones, City of High Springs
Tim Murphy, Columbia County
Gigi Simmons, City of Gainesville
David Stegall, City of Lake Butler
Kenrick Thomas, Gilchrist County
Lorene Thomas, Dixie County

OTHERS PRESENT

Alec Bogdanoff
Diana Davis
Stew Lilker
Donnie Waldrep

STAFF PRESENT

Scott Koons
Tara Tucker
Lauren Yeatter

Executive Committee Members names are bold
Gubernatorial Members names are italicized

I. INVOCATION

Noting a quorum of the Council being present, Chair Chestnut called the meeting to order at 7:06 p.m. Vice-Mayor Wilford gave the invocation.

II. PLEDGE OF ALLEGIANCE

The Council and guests pledged allegiance to the flag of the United States of America.

III. INTRODUCTIONS

Chair Chestnut welcomed and introduced Donnie Waldrep, Madison County Commissioner; Diana Davis, Executive Director, Alachua County League of Cities and wife of Council Member Louie Davis; and Stew Lilker, Columbia County Observer.

IV. APPROVAL OF CONSENT AGENDA

- A. Minutes - October 22, 2020
- B. Monthly Financial Report - October 2020
- C. Amendment to Purchase Order with Northeast Florida Regional Council to Assist with Update of Statewide Regional Evacuation Study
- D. Transportation Disadvantaged Program - Community Transportation Coordinator Selection for Columbia, Hamilton and Suwannee Counties

Chair Chestnut asked if there were any questions regarding the items on the Consent Agenda and requested that these items be approved.

ACTION: Commissioner Mortimer made the motion, with a second by Commissioner Demps to remove Item IV. D. Transportation Disadvantaged Program - Community Transportation Coordinator Selection for Columbia, Hamilton and Suwannee Counties from the Consent Agenda and defer action on Item IV. D. until the January 28, 2021 Council meeting. The motion carried unanimously

ACTION: Vice-Mayor Wilford made the motion, with a second by Commissioner Meeks to approve the consent agenda, as amended. The motion carried unanimously.

V. APPROVAL OF REGULAR AGENDA

ACTION: Mayor Bryant made the motion, with a second by Commissioner Bouie Hutchinson to approve the regular agenda. The motion carried unanimously.

VI. GUEST SPEAKER - Alec Bogdanoff, Florida Lead
American Flood Coalition

Scott Koons, Executive Director, introduced Alec Bogdanoff, Florida Lead, American Flood Coalition. Mr. Bogdanoff gave a presentation to the Council concerning the American Flood Coalition and regional resiliency initiatives. Chair Chestnut thanked Mr. Bogdanoff for his presentation.

VII. CHAIR REPORT

- A. New Members - Mary Alford, Alachua County
Mike Deming, City of Perry
Jody Stephenson, Dixie County

Chair Chestnut welcomed new Council members County Commissioner Mary Alford, Alachua County; and County Commissioner Jody Stephenson, Dixie County. He also stated that Councilman Mike Deming, City of Perry, has been appointed as a Council member by the City to replace Councilwoman Shirlie Hampton.

- B. Resolutions of Appreciation - Rick Davis, Madison County
Shirlie Hampton, City of Perry
Gene Higginbotham, Dixie County

ACTION: Mayor Louie Davis made the motion, with a second by Mayor Bryant to approve Resolutions of Appreciation for former Council members Rick Davis, Madison County; Shirlie Hampton, City of Perry; and Gene Higginbotham, Dixie County. The motion carried unanimously.

- C. Certificates of Appreciation - Rick Davis, North Central Florida Regional Planning Council Chair and Middle and Lower Suwannee River and Withlacoochee River Task Force Chair

Mr. Koons reported that former Madison County Commissioner Rick Davis recently completed his service on the Council representing Madison County as a local elected official. He also stated during his eight-year tenure on the Council, Commissioner Davis provided dedicated service in several leadership positions. Mr. Koons noted that Commissioner Davis served as Chair of the Council for Program Year 2016-17 as well as one-year terms as Vice-Chair, Secretary-Treasurer, Immediate Past Chair, Executive Committee Member, Nominating Committee Chair, Finance Committee Chair and Program Committee Chair. He also stated Commissioner Davis served as a Florida Regional Councils Association Policy Board Representative for several years.

Mr. Koons also stated Commissioner Davis served as Chair of the Middle and Lower Suwannee River and Withlacoochee River Task Force for Program Years 2017-18, 2018-19 and 2020-21. In recognition of dedicated service and outstanding leadership, Mr. Koons stated that the Council is presenting a Certificate of Service for serving as Council Chair and a Certificate of Service for serving as River Task Force Chair to Commissioner Davis.

- D. Transportation Disadvantaged Program Resolutions of Appreciation -
Beth Burnam, Hamilton County
Karen Cossey, Union County
Bucky Nash, Columbia County

ACTION: Mayor Bryant made the motion, with a second by Commissioner Bouie Hutchinson to approve Transportation Disadvantaged Program Resolutions of Appreciation for former Transportation Disadvantaged Coordinating Board chairs Beth Burnam, Karen Cossey and Bucky Nash. The motion carried unanimously.

VIII. COMMITTEE REPORTS

A. Executive Committee - Resolution Recognizing 125th Anniversary of the City of Newberry

Mr. Koons stated that the City of Newberry was incorporated in 1895. He noted that the City is celebrating its 125th Anniversary this year. Mr. Koons stated that the Executive Committee recommended that the Council adopt Resolution No. 2020-12 recognizing the 125th Anniversary of the City.

ACTION: Vice-Mayor Wilford made the motion, with a second by Commissioner Wheeler, to adopt the attached Resolution No. 2020-12 recognizing the 125th Anniversary of the City of Newberry. The motion carried unanimously.

B. Clearinghouse Committee

Commissioner Hope, Chair of the Clearinghouse Committee, reported that the Clearinghouse Committee met virtually via communications media technology earlier in the evening and reviewed the following local government comprehensive plan amendments which were included on the Council agenda for consideration.

- #6 - Northeast Florida Strategic Regional Policy Plan Draft Amendment
- #7 - Madison County Comprehensive Plan Adopted Amendment (DEO No. 20-1ESR)
- #8 - Alachua County Comprehensive Plan Adopted Amendment (DEO No. 20-4ESR)
- #15 - City of Gainesville Comprehensive Plan Draft Amendment (DEO No. 20-3ESR)
- #16 - City of Lake City Comprehensive Plan Adopted Amendment (DEO No. 20-2ESR)
- #17 - Columbia County Comprehensive Plan Adopted Amendment (DEO No.20-2ER)
- #18 - Columbia County Comprehensive Plan Adopted Amendment (DEO No.20-3ESR)
- #19 - City of Lake City Comprehensive Plan Draft Amendment (DEO No. 20-3ESR)
- #20 - Bradford County Comprehensive Plan Draft Amendment (DEO No. 20-2ESR)

Commissioner Hope stated with regards to these items, the Committee found that the local government comprehensive plans as amended were not anticipated to result in significant adverse impacts to regional facilities, Natural Resources of Regional Significance or adjacent local governments. He stated that the Committee recommends forwarding these findings to the respective regional council and local governments, and the Executive Office of the Governor and the Florida Department of Economic Opportunity.

ACTION: Commissioner Hope made the motion, with a second by Mayor Bryant to approve the Clearinghouse Committee recommendations concerning Item #6 - Northeast Florida Strategic Regional Policy Plan Draft Amendment; Item #7 - Madison County Comprehensive Plan Adopted Amendment (DEO No. 20-1ESR); Item #8 - Alachua County Comprehensive Plan Adopted Amendment (DEO No. 20-4ESR); Item #15 - City of Gainesville Comprehensive Plan Draft Amendment (DEO No. 20-3ESR); Item #16 - City of Lake City Comprehensive Plan Adopted Amendment (DEO No. 20-2ESR); Item #17 - Columbia County Comprehensive Plan Adopted Amendment (DEO No. 20-2ER); Item #18 - Columbia County Comprehensive Plan Adopted Amendment (DEO No. 20-3ESR); #19 - City of Lake City Comprehensive Plan Draft Amendment (DEO No. 20-3ESR); and #20 - Bradford County Comprehensive Plan Draft Amendment (DEO No. 20-2ESR). The motion carried unanimously.

C. Regional Planning Committee - Evaluation and Appraisal Report of the
North Central Florida Strategic Regional Policy Plan

Commissioner Bouie Hutchinson, Vice-Chair of the Regional Planning Committee, reported that the Regional Planning Committee has been meeting since February 2020 to prepare an Evaluation and Appraisal Report of the North Central Florida Strategic Regional Policy Plan. She stated the Committee concluded its work on the Report at its meeting held virtually via communications media technology on December 3, 2020. Commissioner Bouie Hutchinson stated the purpose of the Report is to evaluate the regional plan and to identify possible future regional plan amendments, revisions or updates to the regional plan based on the evaluation. She said the Report is based on the progress of the region toward attainment of regional plan goals using the regional indicators of the regional plan. Commissioner Bouie Hutchinson stated the Report is required to identify plan amendments which may be necessary as a result of changing regional conditions, changes to the State Comprehensive Plan or other statutory changes.

Commissioner Bouie Hutchinson emphasized that the Report does not amend the regional plan. She stated rather, it serves as a basis for developing future regional plan amendments, which the Committee anticipates presenting to the Council for its consideration in 2021. Commissioner Bouie Hutchinson stated the Report includes recommendations that the regional indicators and data in the tables be updated to reflect the latest available information for the Affordable Housing Element, Economic Development Element, Emergency Preparedness Element, Regional Transportation Element, Natural Resources of Regional Significance, and Regionally Significant Facilities and Resources. Finally, she stated the Committee recommends the Council approve the Evaluation and Appraisal Report and forward it to the Executive Office of the Governor.

ACTION: Commissioner Bouie Hutchinson made the motion, with a second by Commissioner Wheeler, to adopt the North Central Florida Strategic Regional Policy Plan Evaluation and Appraisal Report and forward it to the Executive Office of the Governor. The motion carried unanimously.

IX. EX-OFFICIO MEMBER REPORTS

David Tyler, Planning and Environmental Office, Florida Department of Transportation District 2, stated that the District is currently soliciting Small County Road Assistance Program grant applications, Small County Outreach Program grant applications, Transportation Regional Incentive Program grant applications and County Incentive Grant program grant applications until February 26, 2021. He also stated that the District will conduct a Tentative Five-Year Work Program public hearing both in-person at the District Urban Area Office in Jacksonville as well as virtually via communications media technology on January 14, 2021.

Ben Glass, Legislative and Community Affairs Chief, Suwannee River Water Management District, stated the District is currently soliciting local government cost share springs grant applications and local government cost share alternative water supply grant applications until December 15, 2020. He also stated that an additional equalization basin at the Withlacoochee Wastewater Treatment Plant in the City of Valdosta, Georgia was recently completed earlier in December 2020. Mr. Glass noted that the equalization basin provides additional storage capacity for untreated wastewater and is intended to avoid future sewage spills into the Withlacoochee River.

Daniel Penniman, Florida Fish and Wildlife Conservation Commission, stated the Commission will be conducting a virtual public meeting via communications media technology on December 16, 2020 and December 17, 2020.

X. CITIZEN COMMENTS

Stew Lilker, Columbia County Observer, discussed the Suwannee Valley Transit Authority and regional transit services.

XI. EXECUTIVE DIRECTOR REPORT

A. Florida Regional Councils Association Monthly Activity Report

Mr. Koons reported that the Florida Regional Councils Association is the statewide organization of the ten regional planning councils. He stated that the Association strengthens Florida's regional planning councils, partners with government and the business community to enhance regional economic prosperity and improves the consistency and quality of regional planning councils programs to ensure they add value to state, regional and local initiatives. Mr. Koons stated that the Association strives to accomplish these goals by carrying out the activities listed in the October and November 2020 activity reports included in the Council meeting packet. He reviewed the activities listed in the October 2020 and November 2020 reports.

B. Florida Chamber Foundation Scorecard™

Mr. Koons reported that the Florida Chamber Foundation has developed the Florida Scorecard™ to provide Florida leaders the metrics needed to secure Florida's future. He stated that the Florida Chamber Foundation's objective to developing a 20-year, statewide strategic plan requires a commitment to measuring our current status and progress toward the stated goals of the Six Pillars 20-year Strategic Plan. Mr. Koons noted that the Scorecard reports metrics for each of the following Six Pillars: Talent and Supply Education, Innovation and Economic Development, Infrastructure and Growth Leadership, Business Climate and Competitiveness, Civic and Governance Systems, and Quality of Life and Quality Places. He reviewed the December 2020 Scorecard™ that was included in the Council meeting packet.

C. Legislative Report

Mr. Koons reported that the 2021 Legislative Session will convene on March 2, 2021 and is scheduled to adjourn on April 30, 2021. He also stated legislative committee meetings will begin the week of January 11, 2021 and conclude the week of February 15, 2021.

D. Multi-use Corridors of Regional Economic Significance

Mr. Koons stated that the Northern Turnpike Multi-use Corridor of Regional Economic Significance Task Force met virtually via communications media technology on October 20, 2020 and that the Florida Turnpike Northern Extension Task Force also met virtually via communications media technology on October 21, 2020. He noted that both Task Forces completed the review of their respective final reports. Mr. Koons stated the final reports were submitted to the Governor, President of the Florida Senate and Speaker of the Florida House of Representatives on November 12, 2020. Finally, he noted that copies of the final reports were included in the Council meeting packet.

E. National Association of Development Organizations Aliceann Wohlbruck Impact Award

Mr. Koons reported that the Council received an Aliceann Wohlbruck Impact Award from the National Association of Development Organizations for the Middle and Lower Suwanee River and Withlacoochee River Task Force. He stated that the awards this year once again are presented in honor of Aliceann Wohlbruck, who passed away in March 2018. Mr. Koons noted that Ms. Wohlbruck was the Association's first executive director, serving 24 years as a tireless champion for regional approaches to economic development in rural communities.

He also stated that the Council created the Middle and Lower Suwanee River and Withlacoochee River Task Force to address sewage spills by the City of Valdosta, Georgia over the past decade. He stated the spills have resulted in the release of raw sewage and partially treated sewage into the Withlacoochee River that travels across the state line and through the north central Florida region to the Gulf of Mexico. He stated the River Task Force is comprised of a county commissioner from each of the 12 impacted counties in the north central Florida region.

XII. COUNCIL MEMBER ANNOUNCEMENTS

Mayor Louie Davis stated that he was re-elected without opposition for another two-year term as the Mayor of the City of Waldo. Commissioner Mortimer invited Council members to attend the City of Starke Christmas on Call Street Winter Festival and Parade on December 12, 2020 in Starke. Mayor Bryant invited Council members to attend the Hamilton County Chamber of Commerce Christmas Parade on December 12, 2020 in Jasper. Finally, Vice-Mayor Wilford invited Council members to attend the City of Alachua Christmas Parade on December 12, 2020 in Alachua.

XIII. NEXT MEETING

Chair Chestnut informed the Council that the next Council meeting is scheduled to be held on January 28, 2021.

The meeting was adjourned at 7:59 p.m.

Charles S. Chestnut IV, Chair

1/28/21
Date



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January 21, 2021

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Monthly Financial Report - November 2020

Please find attached a copy of the Monthly Financial Report for the Council’s activities for November 2020. The following paragraphs discuss revenues and expenditures to the budget for the month and year to date.

Revenue

The total revenue for the Council for year to date is within budgeted figures. Revenue at the end of two months is 17 percent of budget.

Expenditures

The total expenditures for the Council for year to date are within budgeted figures. Total expenditures at the end of two months is eight percent of budget.

Conclusion

In conclusion, staff is pleased with the financial condition of the Council. The adjusted general fund balance should remain at an acceptable level at the end of the fiscal year.

Overall, as is regularly reported, the financial condition of the Council is sound. Staff is not aware of anything in the current fiscal year that will change this situation.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

o:\council.mtg\cnc\mtgmemos\monthlyfinancereport for dec-2020.docx

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
Summary Financial Statement (Unaudited)
November 30, 2020

BALANCE SHEET

ASSETS

Current Assets	
Checking / Savings	2,028,272
Accounts Receivable	506,250
Other Current Assets	<u>49,276</u>
Total Current Assets	<u>2,583,798</u>
TOTAL ASSETS	<u>2,583,798</u>

LIABILITIES & EQUITY

Liabilities	
Current Liabilities	
Accounts Payable	16,835
Other Current Liabilities	<u>523,975</u>
Total Liabilities	<u>540,810</u>
Equity	<u>2,042,988</u>
TOTAL LIABILITIES & EQUITY	<u>2,583,798</u>

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
Summary Financial Statement (Unaudited)
November 30, 2020

SUMMARY STATEMENT

	Adopted Budget FY 2019-20	November 2020	Year to Date	Percent of Budget
Revenue	2,102,500	15,244	366,877	17%
Expenses	2,102,500	50,688	165,224	8%

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
Summary Financial Statement (Unaudited)
November 30, 2020

REVENUE

Account	Adopted Budget FY 2020-21	November 2020	Year to Date	Percent of Budget
Program Development	48,200	89	29,451	61%
Regional Planning				
Regional Planning & Review	70,000	0	69,977	100%
Public Safety & Regulatory Compliance				
Hazardous Waste Monitoring	58,900	0	105,275	179%
Local Emergency Planning Committee	132,900	0	0	0%
Hazards Analyses	17,600	0	0	0%
Statewide Regional Evacuation Study	0	15,155	15,155	
Transportation				
Gainesville Urbanized Area Transportation Planning	464,600	0	0	0%
Gainesville Urbanized Area Mass Transit	228,600	0	0	0%
Transportation Disadvantaged - Alachua County	24,900	0	0	0%
Transportation Disadvantaged - Region	199,600	0	0	0%
Economic Development				
Economic Strategy & Technical Assistance	115,000	0	45,009	39%
Economic Strategy & Technical Assistance - Recovery	200,000	0	0	0%
Original Florida Tourism Task Force Staffing	40,200	0	0	0%
Original Florida Tourism Task Force	162,800	0	425	0%
Vision North Central Florida	0	0	2,500	
Local Government Assistance				
General Technical Services	20,000	0	20,040	100%
City & County Planning Services	244,200	0	16,036	7%
Community Development Block Grant Administration	75,000	0	63,009	84%
Total Revenue	2,102,500	15,244	366,877	17%

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
Summary Financial Statement (Unaudited)
November 30, 2020

EXPENDITURES

Account	Adopted Budget FY 2020-21	November 2020	Year to Date	Percent of Budget
Audit	17,000	0	0	0%
Building Occupancy & Grounds	40,000	3,457	6,190	15%
Contractual Services	105,000	4,207	10,851	10%
Dues, Publications, Subscriptions & Training	50,000	596	9,394	19%
Furniture & Equipment	15,000	0	0	0%
Insurance & Bonding	19,000	0	6,277	33%
Legal Services & Public Notices	11,000	618	1,344	12%
Machine Rental & Maintenance	5,000	1,158	1,158	23%
Meeting Expenses	20,000	0	0	0%
Moving Expense	2,000	0	0	0%
Office Supplies	26,000	931	2,144	8%
Personnel	1,402,400	37,107	121,707	9%
Postage	5,000	48	541	11%
Printing	2,000	0	0	0%
Recruiting	2,000	0	0	0%
Reproduction	20,000	779	2,113	11%
Telephone	6,000	577	1,072	18%
Travel	80,000	766	1,546	2%
Original Florida Tourism Task Force	162,800	444	887	1%
Contingency	112,300	0	0	0%
Total Expenses	2,102,500	50,688	165,224	8%



January 21, 2021

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Interagency Agreement with Central Florida Regional Planning Council
to Assist with Local Government Comprehensive Plan Study

RECOMMENDATION:

Authorize the Chair to execute an Interagency Agreement with the Central Florida Regional Planning Council to Assist with Local Government Comprehensive Plan Study for a fixed fee amount of \$97,500.

BACKGROUND:

The Florida Department of Transportation has entered into an agreement with the Central Florida Regional Planning Council to complete the Local Government Comprehensive Plan Study of the comprehensive plans for local governments located within the Suncoast, Northern Turnpike Extension and the South Central Florida Multi-use Corridors of Regional Economic Significance.

The Central Florida Regional Planning Council is entering into interagency agreements with the regional planning councils that have counties located within the Suncoast, Northern Turnpike and the South Central Florida Multi-use Corridors of Regional Economic Significance. The counties in the Suncoast and Northern Turnpike Corridors include Dixie, Gilchrist, Lafayette, Levy, Madison and Taylor Counties.

The scope of work includes evaluating local government comprehensive plans with respect to their alignment within the Multi-Use Corridors of Regional Economic Significance study areas including high level needs, guiding principles and instructions for project development and beyond. The scope of work also includes assessing relevant reports and project alignments, and any area around interchanges as they compare to the current local government comprehensive plans.

The Council will be paid a fixed fee amount of \$97,500 by the Central Florida Regional Planning Council for these services.

If you have questions concerning this matter, please do not hesitate to contact me.



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January 21, 2021

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Transportation Disadvantaged Local Coordinating Board Appointments

RECOMMENDATION:

- **Appoint Commissioner Robert Brown as the Local Elected Official for Hamilton County on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board.**
- **Appoint Selvin Cray as the alternate Regional Workforce Board Representative on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board and the voting representative on the Dixie, Gilchrist and Union County Transportation Disadvantaged Coordinating Boards.**
- **Appoint Commissioner Travis Land as the Local Elected Official for Suwannee County on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board.**
- **Appoint Commissioner Ryan Perez as Chair of the Union County Transportation Disadvantaged Coordinating Board.**
- **Appoint Sheryl Dick-Stanford as the voting Florida Agency for Persons with Disabilities Representative on the Bradford, Columbia, Hamilton and Suwannee, Dixie, Gilchrist, Lafayette, Levy, Madison and Union County Transportation Disadvantaged Coordinating Boards.**
- **Appoint Commissioner Toby Witt as the Local Elected Official for Columbia County on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board.**

BACKGROUND:

According to Rule 41-2.012 of the Florida Administrative Code, the North Central Florida Regional Planning Council, serving as the Designated Official Planning Agency, is responsible for appointing members to the local Transportation Disadvantaged Coordinating Boards. It is recommended that Commissioner Robert Brown be appointed the Local Elected Official for Hamilton County on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board. It is recommended that Selvin Cray be appointed the alternate Workforce Development Board Representative on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board and the voting representative on the Dixie, Gilchrist and Union County Transportation Disadvantaged Coordinating Boards. It is recommended that Commissioner Travis Land be appointed the Local Elected Official for Suwannee County on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board. It is recommended Commissioner Ryan Perez be appointed as Chair of the Union County Transportation Disadvantaged Coordinating Board. It is recommended Sheryl Dick-Stanford be appointed the voting Florida Agency for Persons with Disabilities Representative on the Bradford, Columbia, Hamilton and Suwannee, Dixie, Gilchrist, Lafayette, Levy, Madison and Union County Transportation Disadvantaged Coordinating Boards. It is recommended that Commissioner Toby Witt be appointed the Local Elected Official for Columbia County on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board.

If you have any questions concerning this matter, please do not hesitate to contact me.

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January 21, 2021

TO: Council Members
FROM: Charles S. Chestnut IV, Chair
SUBJECT: Resolution of Appreciation - Ken Cornell

RECOMMENDATION:

Approve the attached resolution of appreciation for Ken Cornell.

BACKGROUND:

As a token of appreciation for service on the Council since December 2015 and in recognition of a commitment and concern for the growth and development of the north central Florida area, the attached resolution of appreciation is recommended for approval by the Council.

Attachment

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Resolution

OF APPRECIATION

WHEREAS, Ken Cornell has been representing Alachua County on the North Central Florida Regional Planning Council since December 2015;

WHEREAS, Ken Cornell has ably discharged the duties of a representative on the North Central Florida Regional Planning Council;

NOW, THEREFORE, BE IT RESOLVED: That the membership and staff of the North Central Florida Regional Planning Council do hereby express their appreciation to Ken Cornell for dedicated service rendered to the North Central Florida Regional Planning Council and concern for the future growth and development of the region and the State of Florida; and

BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the North Central Florida Regional Planning Council for all citizens of the region to view and recognize the accomplishments and service of Ken Cornell.

Charles S. Chestnut, Chair

ATTEST:

Anthony Adams, Secretary-Treasurer

ADOPTED BY THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT THEIR MEETING
OF January 28, 2021.





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January 21, 2021

TO: Council Members
FROM: Charles S. Chestnut IV, Chair
SUBJECT: Resolution of Appreciation - Don Hale

RECOMMENDATION:

Approve the attached resolution of appreciation for Don Hale.

BACKGROUND:

As a token of appreciation for service on the Council since August 2019 and in recognition of a commitment and concern for the growth and development of the north central Florida area, the attached resolution of appreciation is recommended for approval by the Council.

Attachment

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Resolution

OF APPRECIATION

WHEREAS, Don Hale has been representing Suwannee County on the North Central Florida Regional Planning Council since August 2019;

WHEREAS, Don Hale has ably discharged the duties of a representative on the North Central Florida Regional Planning Council;

NOW, THEREFORE, BE IT RESOLVED: That the membership and staff of the North Central Florida Regional Planning Council do hereby express their appreciation to Don Hale for dedicated service rendered to the North Central Florida Regional Planning Council and concern for the future growth and development of the region and the State of Florida; and

BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the North Central Florida Regional Planning Council for all citizens of the region to view and recognize the accomplishments and service of Don Hale.

Charles S. Chestnut IV, Chair

ATTEST:

Anthony Adams, Secretary-Treasurer

ADOPTED BY THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL AT THEIR MEETING
OF JANUARY 28, 2021.





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January 21, 2021

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director *SRK*

SUBJECT: Transportation Disadvantaged Program Resolutions of Appreciation

RECOMMENDATION:

Approve the attached resolutions of appreciation for Commissioner Don Hale and Darlene Strimple.

BACKGROUND:

The attached resolution of appreciation is regarding Florida’s Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Commissioner Don Hale served as the Suwannee County Local Elected Official and Chair of the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board. Ms. Darlene Strimple served as the Regional Workforce Board Representative on the Columbia, Hamilton and Suwannee, Dixie, Gilchrist and Union County Transportation Disadvantaged Coordinating Boards.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachments

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RESOLUTION

WHEREAS, Commissioner Don Hale has served as the Local Elected Official for Suwannee County on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board since January 2017; and

WHEREAS, Commissioner Don Hale ably discharged the duties of the Local Elected Official for Suwannee County on the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board;

NOW, THEREFORE, BE IT RESOLVED: That the members and staff of the North Central Florida Regional Planning Council do hereby express their appreciation to Commissioner Don Hale for dedicated service rendered to the Columbia, Hamilton and Suwannee Transportation Disadvantaged Coordinating Board and concern for the transportation disadvantaged needs of Columbia, Hamilton and Suwannee Counties and the State of Florida; and

BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the North Central Florida Regional Planning Council for all citizens of the community to view and recognize the accomplishments and service of Commissioner Don Hale.

Charles S. Chestnut IV, Chair

ADOPTED BY THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

January 28, 2021
Date

RESOLUTION

WHEREAS, Darlene Strimple has served as the Regional Workforce Board Representative on the Columbia, Hamilton and Suwannee, Dixie, Gilchrist and Union Transportation Disadvantaged Coordinating Boards since April 2017; and

WHEREAS, Darlene Strimple ably discharged the duties of the Regional Workforce Board Representative on the Columbia, Hamilton and Suwannee, Dixie, Gilchrist and Union Transportation Disadvantaged Coordinating Boards;

NOW, THEREFORE, BE IT RESOLVED: That the members and staff of the North Central Florida Regional Planning Council do hereby express their appreciation to Darlene Strimple for dedicated service rendered to the Columbia, Hamilton and Suwannee, Dixie, Gilchrist and Union Transportation Disadvantaged Coordinating Boards and concern for the transportation disadvantaged needs of Columbia, Dixie, Gilchrist, Hamilton, Suwannee and Union Counties and the State of Florida; and

BE IT FURTHER RESOLVED: That this expression of appreciation be spread upon the minutes of the North Central Florida Regional Planning Council for all citizens of the community to view and recognize the accomplishments and service of Darlene Strimple.

Charles S. Chestnut IV, Chair

ADOPTED BY THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

January 28, 2021

Date



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January 21, 2021

TO: Council Members
FROM: Charles S. Chestnut IV, Chair
SUBJECT: Committee Appointments

RECOMMENDATION:

Ratify the appointment of LaBarfield Bryant to the Clearinghouse Committee and Patricia Bouie Hutchinson as Vice-Chair of the Clearinghouse Committee; Marihelen Wheeler to the Finance Committee and Gigi Simmons as Vice-Chair of the Finance Committee; Daniel Riddick to the Nominating Committee; Travis Land and Donnie Waldrep to the Program Committee; and Gigi Simmons and Marihelen Wheeler to the Regional Planning Committee as recommended by the Chair.

BACKGROUND:

Due to vacancies on the Clearinghouse Committee, Finance Committee, Nominating Committee, Program Committee and Regional Planning Committee appointments to these committees need to be made at this time.

I am recommending the appointment of LaBarfield Bryant to the Clearinghouse Committee and Patricia Bouie Hutchinson as Vice-Chair of the Clearinghouse Committee; Marihelen Wheeler to the Finance Committee and Gigi Simmons as Vice-Chair of the Finance Committee; Daniel Riddick to the Nominating Committee; Travis Land and Donnie Waldrep to the Program Committee; and Gigi Simmons and Marihelen Wheeler to the Regional Planning Committee.

Jurisdictional balance and geographic balance were considered in making these appointments.

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January 21, 2021

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Middle and Lower Suwannee River and Withlacoochee River

RECOMMENDATION:

Ratify the appointment by the Chair of Dixie County Commissioner Jody Stephenson, Hamilton County Commissioner Josh Smith and Madison County Commissioner Brian Williams to the Middle and Lower Suwannee River and Withlacoochee River Task Force; and ratify the appointment by the Chair of Levy County Commissioner John Meeks as Chair and Suwannee County Commissioner Don Hale as Vice-Chair of the Middle and Lower Suwannee River and Withlacoochee River Task Force.

BACKGROUND:

Pursuant to a request by the Madison County Board of County Commissioners, the Council authorized the Executive Director to convene and facilitate a meeting with representatives from Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison and Suwannee Counties to develop a plan to promote our area and help restore the reputation of the Middle and Lower Suwannee River and Withlacoochee River as a result of raw sewage spills from the City of Valdosta, Georgia. On September 19, 2018, Council staff convened and facilitated a meeting of county commissioners, and county administrators, coordinators and managers at the Madison County Agricultural Extension office in Madison. Representatives from Columbia, Dixie, Hamilton, Lafayette, Levy and Madison Counties were in attendance at the meeting.

By consensus, the county commissioners present requested the Council to establish a task force comprised of a county commissioner from each of the following counties, Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Suwannee and Union Counties, in the Suwannee River Basin, including the Santa Fe River Basin, to address the issues of raw sewage spills by the City of Valdosta, Georgia. The county commissioners present also requested that the Council authorize its Executive Director to provide administrative support to the Task Force and to develop, in conjunction with county administrators, coordinators and managers, strategies to address the issue of raw sewage spills by the City of Valdosta, Georgia.

Pursuant to the request, at the Council meeting on September 27, 2018, the Council established the Middle Lower Suwannee River and Withlacoochee River Task Force to be comprised of Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Suwannee, Taylor and Union Counties.

The Dixie County Board of County Commissioners has nominated County Commissioner Jody Stephenson to replace County Commissioner Gene Higginbotham, the Hamilton County Board of County Commissioners has nominated County Commissioner Josh Smith to replace County Commissioner Beth Burnam and the Madison County Board of County Commissioners has nominated County Commissioner Brian Williams to replace County Commissioner Rick Davis to serve on the Middle and Lower Suwannee River and Withlacoochee River Task Force.

If you have any questions concerning this matter, please do not hesitate to contact me.

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Dedicated to improving the quality of life of the Region's citizens,
by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.



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January 21, 2021

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Proclamation Declaring February 22, 2021 - February 28, 2021 as Hazardous Materials Awareness Week

RECOMMENDATION:

Approve the attached proclamation declaring the week of February 22, 2021 - February 28, 2021 as Hazardous Materials Awareness Week in the north central Florida region.

BACKGROUND:

The North Central Florida Local Emergency Planning Committee has the job of increasing the safety of our communities from chemical releases. Public outreach and education are important to increasing chemical safety in our communities. The North Central Florida Local Emergency Planning Committee has designated the week of February 22, 2021 - February 28, 2021 as Hazardous Materials Awareness Week. It is recommended that the Council join in this public outreach effort by proclaiming the week of February 22, 2021 - February 28, 2021 as Hazardous Materials Awareness Week (see attached Proclamation).

One goal of Hazardous Materials Awareness Week is to let the public know that facilities, first responders and emergency management are working together to ensure that our communities are as prepared as possible for both accidental and deliberate releases of hazardous materials. A second goal is to encourage local governments to take advantage of free hazardous materials training classes offered by the Local Emergency Planning Committee.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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PROCLAMATION

DECLARING FEBRUARY 22, 2021 - FEBRUARY 28, 2021 AS HAZARDOUS MATERIALS AWARENESS WEEK

WHEREAS, the safe use of hazardous materials is essential to citizens, business, industry and local governments to maintain economic stability and the public health; and

WHEREAS, the North Central Florida Regional Planning Council recognizes the importance of protecting our communities from both accidental and deliberate releases of hazardous materials and joins the North Central Florida Local Emergency Planning Committee, and numerous municipalities, counties and school boards, in publicly promoting community hazardous materials safety; and

WHEREAS, it is essential for local governments, regional planning councils and local emergency planning committees to work together to increase community safety by encouraging emergency responders to attend free training on how to safely respond to releases of hazardous materials; and

WHEREAS, citizens need to know that local governments, businesses, emergency responders and emergency planners are working together to ensure that our communities are as prepared as possible for both accidental and deliberate releases of hazardous materials.

NOW, THEREFORE, the North Central Florida Regional Planning Council hereby proclaims the week of February 22, 2021 - February 28, 2021 as *Hazardous Materials Awareness Week* throughout the north central Florida region.

DULY ADOPTED AND PROCLAIMED this 28th day of January 2021.

ATTEST:

SEAL

Anthony Adams, Secretary-Treasurer

Charles S. Chestnut IV, Chair



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January 21, 2021

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: 100th Anniversary of Dixie County Resolution

RECOMMENDATION:

Adopt attached Resolution No. 2021-01 Recognizing the 100th Anniversary of Dixie County.

BACKGROUND:

Dixie County was formed on April 25, 1921 from southern Lafayette County. The Suwannee River forms the southeasterly boundary, the Gulf of Mexico forms the southwesterly boundary and the Steinhatchee River forms the northwesterly boundary of the County.

Dixie County contains the Old Spanish Trail which crosses the county from east to west. The County, located along Florida's Nature Coast, is home to an eco-tourism industry highlighted by fishing, diving, swimming, canoeing, kayaking, hiking, biking and bird-watching. Dixie County industries also include agriculture, forestry and clam farming

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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RESOLUTION NO. 2021-02

A RESOLUTION OF THE NORTH CENTRAL
FLORIDA REGIONAL PLANNING COUNCIL
RECOGNIZING THE 100TH ANNIVERSARY OF
DIXIE COUNTY

WHEREAS, Dixie County, was formed on April 25, 1921 from southern Lafayette County; and

WHEREAS, the Suwannee River forms the southeasterly boundary, the Gulf of Mexico forms the southwesterly boundary and the Steinhatchee River forms the northwesterly boundary of Dixie County; and

WHEREAS, Dixie County, contains the Old Spanish Trail which crosses the county from east to west; and

WHEREAS, Dixie County, located along Florida's Nature Coast, is home to an eco-tourism industry highlighted by fishing, diving, swimming, canoeing, kayaking, hiking, biking and bird-watching; and

WHEREAS, Dixie County industries also include agriculture, forestry and clam farming; and

NOW, THEREFORE, BE IT RESOLVED, that the North Central Florida Regional Planning Council congratulates Dixie County on its 100th Anniversary.

DULY ADOPTED by the North Central Florida Regional Planning Council this 28th day of January 2021.

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Attest:

Scott R. Koons, Executive Director

Charles S. Chestnut IV, Chair



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January 21, 2021

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: 100th Anniversary of Union County Resolution



RECOMMENDATION:

Adopt attached Resolution No. 2021-02 Recognizing the 100th Anniversary of Union County.

BACKGROUND:

Union County was formed on October 1, 1921 and became the 61st county of the state of Florida. The County was formerly part of western Bradford County.

The New River forms the eastern boundary and the Santa Fe River forms the southern boundary of Union County. The Palatka-Lake Butler State Trail traverses the eastern part of the County. Union County industries include agriculture, timber, trucking and state corrections

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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RESOLUTION NO. 2021-03

**A RESOLUTION OF THE NORTH CENTRAL
FLORIDA REGIONAL PLANNING COUNCIL
RECOGNIZING THE 100TH ANNIVERSARY OF
UNION COUNTY**

WHEREAS, Union County, was formed on October 1, 1921 and became the 61st county of the state of Florida; and

WHEREAS, Union County, was formerly part of western Bradford County;
and

WHEREAS, the New River forms the eastern boundary and the Santa Fe River forms the southern boundary of Union County; and

WHEREAS, the Palatka-Lake Butler State Trail traverses the eastern part of Union County; and

WHEREAS, Union County industries include agriculture, timber, trucking and state corrections; and

NOW, THEREFORE, BE IT RESOLVED, that the North Central Florida Regional Planning Council congratulates Union County on its 100th Anniversary.

DULY ADOPTED by the North Central Florida Regional Planning Council this 28th day of January 2021.

**NORTH CENTRAL FLORIDA
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Attest:

Scott R. Koons, Executive Director

Charles S. Chestnut IV, Chair



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January 21, 2021

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: Resolution No. 2021-03 Supporting Access to Affordable, Reliable High-Speed Internet throughout Florida

RECOMMENDATION:

Adopt attached Resolution No. 2021-03 Supporting Access to Affordable, Reliable High-Speed Internet throughout Florida.

BACKGROUND:

The Small County Coalition of Florida has established the Florida Broadband Initiative - A Call to Action. The initiative focuses on the need for a comprehensive strategic plan aimed at providing affordable, reliable high-speed internet services in every community of Florida. According to Levy County Commissioner and Coalition Chair John Meeks, "Every household and business should have affordable, reliable high-speed internet services."

In addition, the Florida Association of Counties has established ACCESS 67 Counties Connecting Communities, an initiative to implement a comprehensive approach to empowering counties to develop solutions to address the impacts of the lack of access to critical telecommunication and information technology resources in Florida communities. The Association recognizes that the lack of internet access impacts small, medium and large counties, as well as, Florida's rural and urban communities.

The Coalition and Association are requesting boards of county commissioners and other organizations to adopt a resolution expressing support for the implementation of a broad-based effort to close the internet gap that exists throughout the state. The absence of access to affordable, reliable high-speed internet service prevents communities from achieving their full potential in the areas of virtual learning, remote working, telemedicine, public safety communications and economic development efforts.

These initiatives are based on House Bill 969 passed by the Florida Legislature, during the 2020 Legislative Session, creating the Florida Office of Broadband within the Florida Department of Economic Opportunity. The Florida Office of Broadband is required to create a strategic plan that has goals and strategies for increasing the use of broadband internet service in the state. The Florida Office of Broadband is also to address the need to define accurate and up-to-date mapping quantifying the internet needs of the public and private sector. These efforts are complemented by the National Association of Counties effort to develop a national broadband strategy and utilize their mapping app - *Testit*.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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RESOLUTION NO. 2021-03

A RESOLUTION OF THE NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL SUPPORTING ACCESS
TO AFFORDABLE, RELIABLE HIGH-SPEED INTERNET
THROUGHOUT FLORIDA

WHEREAS, affordable, reliable high-speed internet access is essential for Floridians to be prosperous and meet the challenges of today; and

WHEREAS, the absence of access to affordable, reliable high-speed internet service prevents communities from achieving the high quality of life that is considered a fundamental component for educational and economic success; and

WHEREAS, the absence and/or lack of affordable, reliable high-speed internet hinders the ability for all schoolchildren to have access to educational opportunities; hinders access to telemedicine to improve health outcomes for its residents, and to provide access without demanding travel and transportation; hinders the ability for rapid communication between the public and law enforcement agencies; hinders the ability for communities to maintain and expand business opportunities, stimulate job growth; and hinders the ability to engage in innovative technologies that are required for a vibrant economy; and

WHEREAS, the Florida Legislature recently passed House Bill 969 (Chapter 2020-21, Laws of Florida) creating the Florida Office of Broadband within the Florida Department of Economic Opportunity and requiring the creation of a strategic plan that has goals and strategies for increasing the use of broadband internet service in the state; and

WHEREAS, it is imperative that the strategic plan be based on accurate and up-to-date mapping and the internet access needs of the public and private sector; and

WHEREAS, the National Association of Counties has developed - *TestIT*, an easy to use mapping tool that can be used to assess availability of internet; and

WHEREAS, in order to meet the goal of universal access to affordable, reliable high-speed internet, it will be necessary to determine what the private providers need to provide affordable and reliable connectivity in sparsely located areas, and the support necessary to address issues of sparse populations and to provide expanded internet services, and engage governmental entities at the federal, state and local level in order to be successful.

NOW, THEREFORE, BE IT RESOLVED, that the North Central Florida Regional Planning Council supports the State of Florida and the Florida Department of Economic Opportunity in the effort to achieve access to affordable, reliable high-speed internet access to every household and business throughout the State of Florida.

BE IT FURTHER RESOLVED, that the North Central Florida Regional Planning Council will assist the Florida Office of Broadband by participating as needed in meeting the obligations of House Bill 969 (Chapter 2020-26, Laws of Florida) including providing information, assistance in mapping efforts and supporting other such efforts that will lead to enhanced access to affordable, reliable high-speed internet services throughout the north central Florida region and the State of Florida.

DULY ADOPTED by the North Central Florida Regional Planning Council this 28th day of January 2021.

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Attest:

Scott R. Koons, Executive Director

Charles S. Chestnut IV, Chair



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January 21, 2021

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Resolution No. 2021-04 Opposing Senate Bill 62 Concerning
Regional Planning Councils

RECOMMENDATION:

Adopt attached Resolution No. 2021-04 Opposing Senate Bill 62 or Similar Legislation Concerning Regional Planning Councils.

BACKGROUND:

Senator Bradley has filed Senate Bill 62 concerning regional planning councils. The bill repeals the regional planning section of the State and Regional Planning Act. This section of the Act provides for the establishment of regional planning councils; specifies boundaries for regional planning councils; specifies duties and responsibilities for regional planning councils; provides for gubernatorial appointees to regional planning councils; and provides for preparation and maintenance of strategic regional policy plans by regional planning councils. The bill also removes regional planning councils from all other state statutes.

The attached resolution opposes Senate Bill 62 and any similar legislative bills. Also, please find attached a fact sheet concerning regional planning councils prepared by the Florida Regional Councils Association.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachments

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RESOLUTION NO. 2021-04

A RESOLUTION OF THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL OPPOSING SENATE BILL 62 OR SIMILAR LEGISLATION CONCERNING REGIONAL PLANNING COUNCILS; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the 12-county geographical area of the North Central Florida Regional Planning Council is comprised of Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Suwannee, Taylor and Union Counties and 40 municipalities contained therein, with over 500,000 residents; and

WHEREAS, the Council is a multi-purpose regional governmental entity with policy responsibilities in the areas of affordable housing, economic development, emergency preparedness, natural resources and regional transportation; and

WHEREAS, for more than five decades regional planning councils have served the public as Florida's only multi-purpose regional entities that coordinate intergovernmental solutions to multijurisdictional issues identified by their member local governments; and

WHEREAS, the 67 counties in the state are divided into ten regional planning councils which perform functions in economic development, transportation, emergency preparedness, regional convening, and resilience to the extent and as directed by their member counties, cities and gubernatorial appointees; and

WHEREAS, the regional planning councils compete for and bring to Florida millions of dollars in federal funds for economic development, transportation, emergency preparedness, and resiliency initiatives that would otherwise go to other states; and

WHEREAS, the regional planning councils receive no regular general appropriation for operations from the State and, instead, are supported by Federal grant funds, local government dues, local government contracts, and State contracts for specific programs implemented on behalf of the State; and

WHEREAS, regional planning councils do not have any regulatory authority; and

WHEREAS, regional planning councils serve a critical role in hazardous materials response coordination and training through staffing local emergency planning committees; and

WHEREAS, regional planning councils regularly assist state agencies in implementing their statutory duties and legislative directives, along with coordinating these duties and directives with local input, at no cost to the State; and

WHEREAS, Senate Bill 62 would remove all references to regional planning councils from Florida Statutes and deprive the citizens of the State the benefit of the important work regional planning councils perform and the federal funds they bring into Florida.

NOW, THEREFORE, BE IT RESOLVED BY THE NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL THAT:

Section 1. The North Central Florida Regional Planning Council opposes Senate Bill 62 and respectfully requests the Florida Legislature to not pass Senate Bill 62.

Section 2. This resolution shall take effect upon adoption.

DULY ADOPTED by the North Central Florida Regional Planning Council this 28th day of January 2021.

Attest:

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Scott R. Koons, Executive Director

Charles S. Chestnut IV, Chair



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Southwest Florida • Tampa Bay • Treasure Coast

Florida Regional Planning Councils - SB 62 Fact Sheet

We oppose Senate Bill 62 because it removes authorization and all references to the 10 Regional Planning Councils (RPCs) from Florida Statutes. Senate Bill 62 will result in:

- **The loss of a regional convener** to guide community leaders in collaborative efforts to develop regional visions linking business development, job creation, infrastructure, environment, land use, and transportation.
- **The loss of a neutral platform and qualified technical staff** to address issues of regional impact that frequently involve multiple cities and counties, as well as the public and private sector on diverse challenges such as broadband, resiliency, rural mobility, and disaster recovery.
- **The loss of technical support and grant administration** for Florida's communities will decrease access to state and federal grant opportunities for smaller cities and counties.

As Florida's only multipurpose regional entities, RPCs have served the regions and citizens of the state of Florida for over five decades. Whether coastal or inland, urban or rural, north, central, or south each region has unique needs, and each RPC is attuned and positioned to serve these needs. Governed by local boards with comprehensive representation from member governments, RPCs are nimble and able to respond to emerging local and regional concerns and opportunities.

Some of the recent projects by Regional Planning Councils that are benefiting Florida and its communities include:

- All 10 RPCs have joined together, led by the Northeast Florida RC, to conduct **Statewide Regional Evacuation planning**.
- Tampa Bay RPC researchers have been working to **eliminate racial equity gaps**, an effort which "could add up to 375,000 new jobs and \$50 billion to the regional economy."
- The Apalachee RPC is exploring hemp cultivation to **boost the regional agriculture sector diversification**.
- The Central Florida RPC manages a fleet of vehicles and administers over \$3 million annually in rural transit funds and provides **mobility coordination for six rural counties**.
- Governor Ron DeSantis recently awarded \$2 million in grants to three RPCs as part of an effort "to develop or enhance state, regional, or local plans which will enable the state of Florida to **withstand future disasters**."

2020-21 Financial Impact supporting Florida and its communities in the following areas:

Economic Development - \$4,767,840

RPCs are designated as federal **Economic Development Districts** providing access to federal economic development funding, and technical assistance to local governments and private businesses for creation and expansion of infrastructure and jobs. Between 2016-2020 the E.D.A. invested **\$138,000,000** in Florida, funding more than **55 projects** in coordination with RPCs.

COVID-19 Impacted Business Revolving Loan Fund - \$7,480,000

The South Florida and Apalachee RPCs secured a **\$5.9 million and a \$1.58 million** respectively in revolving loan funds from E.D.A. to provide **capital to businesses impacted by COVID-19**.

Resilience - \$6,354,570

RPCs are partners in resilience efforts coordinating **regional resilience coalitions** and compacts bringing together regional and local governments with the private sector to address the **impacts of sea level rise** and climate change.

Transportation - \$6,358,615

RPCs provide planning for **Transportation Disadvantaged Programs** in half the counties in Florida; staff **Metropolitan or Transportation Planning Organizations**; administer **rural transit programs**; and coordinate **commuter services for employers**.

Emergency Preparedness - \$3,618,806

RPCs staff **Local Emergency Planning Committees**; support **training and site visits** related to hazardous waste sites; and prepare the award-winning **Statewide Regional Evacuation Study**,



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January 21, 2021

TO: Council Members

FROM: Fletcher Hope, Chair
Clearinghouse Committee

RE: Chair's Report

I. COMMITTEE-LEVEL REVIEW ITEMS

The next regularly-scheduled meeting of the Clearinghouse Committee is 6:00 p.m., January 28, 2021. Due to the COVID-19 Public Health Emergency, the meeting will be a virtual meeting conducted via communications media technology. At its meeting, the Committee will review the following Committee-level items which require Council action. I will present an oral report on the Committee's actions and recommendations at the Council meeting held later that evening.

Local Government Comprehensive Plan Amendments

- #21 - Taylor County Comprehensive Plan Adopted Amendment (DEO No. 19-1ER)
- #23 - City of High Springs Comprehensive Plan Adopted Amendment (DEO No. 20-3ESR)
- #24 - City of Lake City Comprehensive Plan Draft Amendment (DEO No. 20-4ESR)

Please be advised that the Clearinghouse Committee meeting packet is posted on the Council website at <http://ncfrpc.org> (click on Upcoming Meetings and Meeting Packets, then click on Clearinghouse Committee Full Packet).

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January 21, 2021

TO: Council Members
 FROM: Scott R. Koons, AICP, Executive Director *SRK*
 SUBJECT: Florida Regional Councils Association Monthly Activity Report

The Florida Regional Councils Association is the statewide organization of the ten regional planning councils. The Association strengthens Florida’s regional planning councils, partners with government and the business community to enhance regional economic prosperity and improves the consistency and quality of regional planning councils programs to ensure they add value to state, regional and local initiatives.

The Association strives to accomplish these goals by carrying-out the following objectives.

- Ensure regional planning councils are effective service organizations to the State of Florida, its local governments, and the citizens they serve;
- Ensure regional planning councils are consensus builders and problem solvers, and serve as conveners of the region by helping to articulate those multijurisdictional issues that need resolution;
- Encourage and promote opportunities for regional planning councils to become partners in state programs and initiatives, while promoting the unique themes of each region within the state and legislative environments;
- Monitor substantive state and federal legislative issues for the benefit of its members, and promote mutually supportive policy positions among the regional planning councils;
- Represent regional planning councils in national organizations, such as the National Association of Regional Councils, National Association of Development Organizations, and SouthEast Regional Directors Institute; and
- Foster relationships and partnerships and coordinate with state, regional, and national associations and organizations; non-profit entities; public-private partnerships; the Governor’s Office; state agencies; and others, on issues of mutual interest and concern, and with whom the Association shares mutual goals and programs.

Please find attached the December 2020 Monthly Activity Report highlighting the activities of the Association.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

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Apalachee • Central Florida
East Central Florida • Emerald Coast
North Central Florida • Northeast Florida • South Florida
Southwest Florida • Tampa Bay • Treasure Coast

MONTHLY ACTIVITY REPORT: December 2020

RESOURCE DEVELOPMENT, CAPACITY BUILDING and OUTREACH

- Distributed the Holiday 2020 Florida Regional Councils Association (FRCA) Newsletter, *FRCA Forward*.
- Maintained and updated the FRCA website: www.flregionalcouncils.org.
- Updated the email lists for newly elected local officials and maintained the email listserv for approximately 2,550 individuals who receive *FRCA Forward*.
- Distributed COVID-19 response and recovery information to regional planning councils.
- Continued working with the Florida Department of Economic Opportunity, Office on Broadband to support and coordinate RPC participation in the development of regional broadband workshops.
- Facilitated a virtual meeting with the regional planning council Disaster Recovery Coordinators, Economic Development Planners and the U.S. Economic Development Administration.

ASSOCIATION MANAGEMENT

- Organized and hosted biweekly GoToMeetings with the regional planning council Executive Directors throughout the month of December
- Organized and hosted the FRCA Partners Meeting held virtually on December 2, 2020 with more than 50 participants.
- Continued preparations for the Winter 2021 Policy Board meeting scheduled for January 8, 2021.
- Supported development of the 2019-20 FRCA Annual Report.
- Distributed grant opportunities and information of interest from local, state and national organizations.



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January 21, 2021

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: Florida Regional Councils Association Policy Board Forum Report

Immediate Past Chair Robert Wilford, Former Chair Lorene Thomas and I attended the semi-annual forum of the Florida Regional Councils Association Policy Board held virtually via communications media technology on January 8, 2021.

The Policy Board heard presentations from Secretary Kevin Thibault, Florida Department of Transportation and Director Jared Moskowitz, Florida Division of Emergency Management.

The Policy Board also heard reports on various projects of regional planning councils throughout the state and received the 2019-20 Florida Regional Councils Association Annual Report. The Policy Board also heard a legislative report. In addition, the Policy Board heard a report concerning the update of the Statewide Regional Evacuation Study.

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January 21, 2021

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director *SRK*

SUBJECT: Florida Regional Councils Association Monthly Forward Newsletter

The Florida Regional Councils Association is the statewide organization of the ten regional planning councils. The Association strengthens Florida's regional planning councils, partners with government and the business community to enhance regional economic prosperity and improves the consistency and quality of regional planning councils programs to ensure they add value to state, regional and local initiatives.

The Association distributes an electronic newsletter each month to approximately 2,600 elected officials, state agencies, partner organizations and interested individuals statewide. Please find attached an excerpted article from the November/December 2020 monthly Forward Newsletter featuring the activities of the Council serving as the administrative entity and fiscal agent for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The article highlights the work the Council recently completed for the metropolitan Transportation Planning Organization concerning the update of the Long-Range Transportation Plan for the Gainesville Metropolitan Area. The Plan identifies projects for highway, transit, bicycle and pedestrian facilities for the next 25 years.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

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FORWARD

A monthly update from Florida's Regional Planning Councils



North Central Florida RPC Updates Long-Range Plan

The North Central Florida RPC recently assisted the Gainesville Metropolitan Transportation Planning Organization complete an update of the Long-Range Transportation Plan for the Gainesville Urbanized Area. The plan provides for enhancements to the multi-modal transportation system of highways, transit services, and bicycle and pedestrian facilities throughout the Gainesville Metropolitan Area for the next 25 years.



The recent updates envision a transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution. The vision is supported by principles and strategies designed to guide the transportation decision-making process and are focused on supporting economic vitality, increasing safety and security for motorized and non-motorized users, increasing the accessibility and mobility of people and freight. Strategies for protecting and enhancing the environment, promoting energy conservation, improving the quality of life and promoting consistency between transportation improvements and state and local planned growth and economic development patterns are included in the update. Finally, the plan also provides strategies for enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight, promoting efficient system management and operation, and emphasizing the preservation of the existing transportation system.

The Metropolitan Transportation Planning Organization updates the Long-Range Transportation Plan every five years which allows access to federal and state funds for transportation projects that improve safety and mobility in the Gainesville metropolitan community.



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January 21, 2021

TO: Council Members

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: 2019-20 Florida Regional Councils Association Annual Report

The 2019-20 Annual Report for the Florida Regional Councils Association is attached for your information. The Florida Regional Councils Association is the statewide association of all ten regional councils in Florida. It is governed by a Policy Board made up of three representatives (county, municipal, gubernatorial) from each Council who are in turn advised by the Executive Directors Advisory Committee comprised of all ten executive directors.

The following members of the Council currently serve on the Florida Regional Councils Association Policy Board.

Charles Chestnut IV, Chair
Lorene Thomas, Former Chair
Robert Wilford, Immediate Past Chair

Immediate past Chair Robert Wilford currently serves as the 2nd Vice-President of the Association.

Activities of the Council are featured on pages 3, 4, 6 and 10. However, you are encouraged to review the document in its entirety to gain an understanding of the activities that are occurring on a statewide basis.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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FRCA

**FLORIDA REGIONAL
COUNCILS ASSOCIATION**

2019 - 2020

ANNUAL REPORT

**LOCAL
KNOWLEDGE**

**REGIONAL
SOLUTIONS**

**STATEWIDE
IMPACT**

2019-2020 EXECUTIVE COMMITTEE

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PRESIDENT
Ms. Sandra Walters
South Florida RPC



1st VICE-PRESIDENT
Commissioner Peter O'Bryan
Treasure Coast RPC



2nd VICE-PRESIDENT
Commissioner Kristin Dozier
Apalachee RPC



IMMEDIATE PAST PRESIDENT
Councilwoman Roxanne Horvath
Northeast Florida RC

PRESIDENT'S MESSAGE

As one of the most challenging years in many of our lifetimes due to the ongoing COVID-19 pandemic, Florida's ten regional planning councils, connected through the Florida Regional Councils Association, continued to provide meaningful support to our families and communities.

Leveraging federal funding provided by the U.S. Economic Development Administration, each RPC is working to implement economic development initiatives that assist both business and government. RPCs play a pivotal role in ensuring that economic development planning continues with a focus on recovery from COVID-19 by providing technical assistance and resources to local governments.

RPCs have advanced community collaboration during the pandemic by embracing rapidly-expanding technology and using state-of-the-art virtual platforms to reach as many stakeholders as possible. We have assisted local health departments and emergency management offices with COVID-19 testing sites and continued supporting the healthcare community with planning efforts for vaccine distribution.

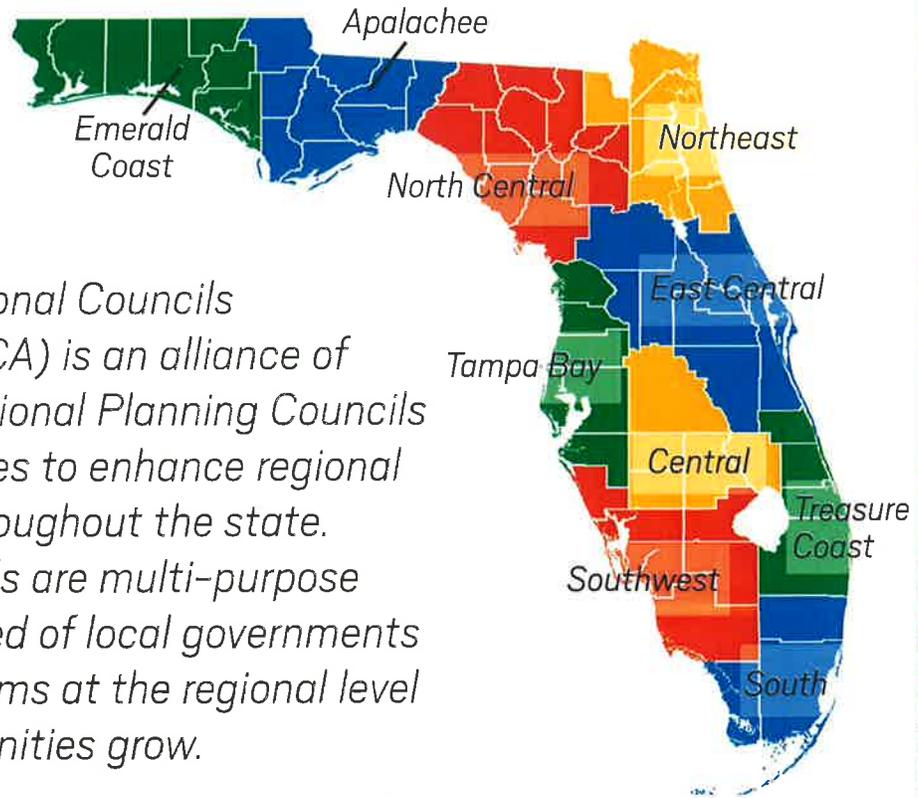
We are adapting to the many challenges that 2020 brought and continue our work in our critical mission areas of transportation, economic development, quality of life, environmental stewardship, emergency preparedness, and serving as regional conveners.

In this report I invite you to review examples of regional partnerships supported by FRCA, including innovative local government planning projects and successful state and federal program implementation. It was my pleasure to serve as your President, and I look forward to FRCA's continued success as it leverages partnerships to build a strong economy and improve the lives of all Floridians in the coming years.



Sandra Walters, President
Florida Regional Councils Association

Leveraging partnerships to build a strong economy and improve the lives of all Floridians...**THAT** is the mission of FRCA.



The Florida Regional Councils Association (FRCA) is an alliance of Florida's ten Regional Planning Councils (RPCs) and serves to enhance regional collaboration throughout the state. Planning Councils are multi-purpose entities comprised of local governments that solve problems at the regional level and help communities grow.

LOCAL KNOWLEDGE

REGIONAL SOLUTIONS

STATEWIDE IMPACT

Through the Regional Planning Councils, FRCA creates partnerships statewide to support economic growth, improve infrastructure and enhance the quality of life for all Floridians.

▶ **5**

**METROPOLITAN/
TRANSPORTATION PLANNING
ORGANIZATIONS STAFFED**

▶ **13**

**NUMBER OF REVOLVING LOAN FUND
APPLICATIONS REVIEWED**

▶ **122**

**ECONOMIC ANALYSES
COMPLETED (REMI)**

▶ **419**

**TECHNICAL ASSISTANCE ACTIVITIES
PROVIDED TO LOCAL GOVERNMENTS**

▶ **971**

PLANNING ACTIVITIES CONDUCTED

▶ **506**

**HAZARDOUS MATERIALS INSPECTIONS OF
SMALL QUANTITY GENERATORS (SQG)**

▶ **814,341**

**TRANSPORTATION DISADVANTAGED
TRIPS PLANNED**

REGIONAL CONVENING



RPCs lead community and regional vision efforts, engage the public in a variety of plans and programs, and maintain Strategic Regional Policy Plans.

TRANSPORTATION



Many RPCs serve as the Designated Official Planning Agency for the Transportation Disadvantaged Program. Several RPCs serve as staff to their local Metropolitan or Transportation Planning Organizations, known as MPOs or TPOs. Planning services of RPCs also include Complete Streets, Safe Routes to Schools, Greenways and Trails, and mobility and transit planning.

QUALITY OF LIFE



Through visioning and community planning efforts, RPCs assist local communities as they set goals to implement a vision and strategy for their communities and regions.

EMERGENCY PREPAREDNESS



RPCs staff Local Emergency Planning Committees (LEPCs), identify hazardous materials and security threats, and organize and conduct local emergency operation exercises. RPCs also collaborate on statewide projects such as the award-winning statewide Regional Evacuation Study.

ECONOMIC DEVELOPMENT



RPCs complete regional economic impact analyses using the nationally-recognized Regional Economic Models, Inc. (REMI) software, facilitate post-disaster and redevelopment planning, and administer revolving loan funds for small business loans and brownfields redevelopment. RPCs serve as Economic Development Districts for the Economic Development Administration of the U.S. Commerce Department.

2019-2020 Policy Board

APALACHEE REGIONAL PLANNING COUNCIL

Honorable Kristin Dozier, Leon County
Ms. Lisa Miller, Gubernatorial Appointee
Honorable Gene Wright, Town of Malone

CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

Honorable Nathaniel Birdsong, City of Winter Haven
Honorable Juril "Buddy" Mansfield, DeSoto County
Ms. Jacqueline Tucker, Gubernatorial Appointee

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

Mr. John Lesman, Gubernatorial Appointee
Honorable Sean Parks, Lake County
Honorable Dina Sweatt, City of Groveland

EMERALD COAST REGIONAL COUNCIL

Honorable Kasey Cuchens, City of Freeport
Honorable Tray Hawkins, Washington County
Mr. J.D. Smith, Gubernatorial Appointee

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

Honorable Charles Chestnut IV, Alachua County
Ms. Lorene Thomas, Gubernatorial Appointee
Honorable Robert Wilford, City of Alachua

NORTHEAST FLORIDA REGIONAL COUNCIL

Honorable John Drew, Nassau County
Honorable Roxanne Horvath, City of St. Augustine
Mr. Darryl Register, Gubernatorial Appointee

SOUTH FLORIDA REGIONAL PLANNING COUNCIL

Mr. Mario Bailey, Gubernatorial Appointee
Ms. Sandra Walters, Gubernatorial Appointee

SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL

Honorable Michael Atkinson, City of Clewiston
Mr. Tommy Perry, Gubernatorial Appointee
Honorable Gary Wein, City of Punta Gorda

TAMPA BAY REGIONAL PLANNING COUNCIL

Honorable Scott Black, City of Dade City
Honorable Ronald Kitchen, Citrus County
Ms. Barbara Sheen Todd, Gubernatorial Appointee

TREASURE COAST REGIONAL PLANNING COUNCIL

Honorable Peter O'Bryan, Indian River County
Mr. Reece Parrish, Gubernatorial Appointee
Honorable Doug Smith, Martin County

Advisory Committee & Staff

2019-2020 EXECUTIVE DIRECTORS ADVISORY COMMITTEE

Chris N. Rietow
Chair
Apalachee RPC

Sean T. Sullivan
Vice Chair
Tampa Bay RPC

Patricia M. Steed
Immediate Past Chair & Treasurer
Central Florida RPC

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Regional Planning Councils

	Date Established	2019 Regional Population ¹	Governing Board Size	Staff Size (FTE) ²	Square Miles ³	Budget (in millions)
 Apalachee <i>Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Leon, Liberty, Wakulla</i>	Aug. 23, 1977	485,691	27	15	6,757	\$1.3
 Central Florida <i>DeSoto, Hardee, Highlands, Okeechobee, Polk</i>	July 1, 1974	899,298	18	19	5,287	\$4.2
 East Central Florida <i>Brevard, Lake, Marion, Orange, Osceola, Seminole, Sumter, Volusia</i>	Feb. 22, 1962	4,207,900	35	15	9,244	\$2.0
 Emerald Coast <i>Bay, Escambia, Holmes, Okaloosa, Santa Rosa, Walton, Washington</i>	Oct. 1, 1964	984,492	33	36	6,509	\$5.9
 North Central Florida <i>Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Levy, Madison, Suwannee, Taylor, Union</i>	May 7, 1969	568,224	45	8	8,660	\$1.5
 Northeast Florida <i>Baker, Clay, Duval, Flagler, Nassau, Putnam, St. Johns</i>	Feb. 14, 1977	1,737,552	35	11	5,097	\$1.8
 South Florida <i>Broward, Miami-Dade, Monroe</i>	July 1, 1974	4,807,986	19	16	7,492	\$2.2
 Southwest Florida <i>Charlotte, Collier, Glades, Hendry, Lee, Sarasota</i>	Nov. 8, 1973	1,773,140	36	4	7,278	\$1.8
 Tampa Bay <i>Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas</i>	Feb. 16, 1962	3,673,553	44	10	4,998	\$2.2
 Treasure Coast <i>Indian River, Martin, Palm Beach, St. Lucie</i>	Aug. 19, 1976	2,070,753	28	9	4,441	\$2.4

Source: Florida Estimates of Population, 2019, Table 1, Bureau of Economic and Business Research, University of Florida, 2019.

FTE means Full-Time Equivalent.

Total land and water area. Source: Bureau of Economic and Business Research, University of Florida

REGIONAL CONVENERS

RPCs serve as regional conveners. They lead community and regional vision efforts, engage the public in a variety of plans and programs, and maintain Strategic Regional Policy Plans.

Southwest Florida Task Force on Overdose Prevention

The Southwest Florida RPC developed a task force that focuses on opioid/overdose prevention. The Southwest Florida Task Force on Overdose Prevention (STOP) meets bi-monthly with partners from the 6-county region of SWFL consisting of different treatment centers, law enforcement, emergency management services, drug free coalitions, medical professionals, county commissioners and many other strategic community stakeholders.

With an initial focus on prevention education, intervention, and recovery, the task force has teamed up with community partners for grant writing, data collection/ review, health fairs, summits and other regional collaboration efforts to address substance abuse/overdose prevention.



Central Florida RPC Convenes the Region to Address Mobility



On October 30, 2019, the Central Florida RPC and the Heartland Regional Transportation Planning Organization hosted the Heartland Mobility Forum in Lake Placid, Florida. The event brought together more than 50 elected officials, non-profit organizations, agencies, and concerned citizens to address mobility in the rural six-county area, including DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee counties. In over 5,000 square miles, only two small rural circulator fixed-route transit systems are available. The community transportation coordinators aim to meet the transit needs of the community through door-to-door services utilizing the limited Transportation Disadvantaged funding and rural public transit funding.

Commission for the Transportation Disadvantaged Executive Director David Darm spoke on the future of coordinated transportation, and the two Community Transportation Coordinators that serve the region shared the progress made in the last year. Then, attendees engaged in discussions exploring critical needs, barriers, and future possibilities. Informed by the forum, the Central Florida RPC will focus on enhancing communications, customer service, and partnerships as the cornerstones of the Council's Mobility Program in 2020.

The event concluded as staff unveiled HeartlandRides.org. Designed to be easy to use, the website and find-a-ride resource will connect riders with the options that are available to them and connect them to services and programs that may enhance their mobility.

QUALITY OF LIFE

The RPCs assist local communities as they implement community vision and strategies. Brownfields programs across the state work to provide resources that clean up abandoned or underused commercial and industrial sites. Many RPCs also provide other services to enhance the quality of life using GIS mapping and affordable housing initiatives.

U. S. Census Director Visits North Central Florida RPC



Dr. Stephen D. Dillingham, U. S. Census Director, Washington, D. C. Central Office, along with Marilyn Stephens, Assistant Regional Census Manager, Atlanta Regional Office, visited the offices of the North Central Florida RPC to discuss preparations for the upcoming 2020 Census. The Council, along with the other nine regional planning councils in Florida, is a Census Affiliate agency. Affiliate agencies partner with the Census to coordinate with local governments to prepare for the decennial Census and disseminate Census information.

During the visit, Census officials were briefed by Council staff on their outreach efforts concerning preparation for the 2020 Census. These efforts included working with local Census complete count committees, adopting a proclamation declaring March 2020 as Census Awareness Month in the north central Florida region, encouraging all counties and municipalities in the north central Florida region to adopt similar proclamations, posting information concerning the 2020 Census on the Council website and issuing press releases to inform the public about the importance of the 2020 Census.

Dr. Dillingham discussed the process for implementing the 2020 Census. He indicated that the goal was to have 80 percent of the 2020 Census responses completed online with telephone and mail options also being available for the initial count during Phase 1. During Phase 2, enumerators will canvass neighborhoods to count non-respondents. While April 1 was the official Census Day and the residency count day, the 2020 Census was completed in October 2020.

Apalachee RPC Establishes a Housing Program to Assist its Region



The Apalachee Regional Planning Council recently established a new program area in response to the devastating effects of Hurricane Michael. The Apalachee RPC Housing Program was formed to administer the Hurricane Housing Recovery Program (HHRP) in Calhoun County. Program staff includes two planners that work in coordination with Calhoun County Housing Department staff. Since its inception, the ARPC Housing Program has made great strides for housing throughout the Region and housing-related assistance in various forms is now being provided in Calhoun, Gulf, Liberty, and Wakulla counties.

The HHRP, administered by Florida Housing Finance Corporation, allocated \$65 million to Florida counties impacted by Hurricane Michael. Calhoun County has a total of 5,739 housing units and 43% or 2,469 units, sustained damage from the 2018 weather event. Of those, 203 units classified as "high damage" units, meaning damages totaled \$30,000 or more. As a result, the county received \$5,135,000 in housing recovery assistance.

The program will provide recovery assistance to 98 residents who have initially been determined eligible to receive housing assistance. Residents will be assisted through strategies identified by the Calhoun County Board of Commissioners in the Local Housing Assistance Plan which include:

- purchase assistance
- owner occupied housing rehabilitation/repairs
- demolition/reconstruction
- foreclosure prevention/mortgage assistance
- land acquisition and construction

TRANSPORTATION

RPCs participate in the Transportation Disadvantaged program, as staff to local Metropolitan/Transportation Planning Organizations, and provide planning services for Complete Streets, Safe Routes to Schools, and Greenways and Trails planning.

Northwest Florida Celebrates Mobility Week

Northwest Florida celebrated the second annual statewide initiative Mobility Week—an annual collection of outreach events intended to bring attention to safe multi-modal transportation choices—from October 25 through November 1, 2019. To promote Mobility Week, the Emerald Coast RC, the rideOn program, and each of the Transportation Planning Organizations, staffed by ECRC, partnered with local transit providers to coordinate Transit Ride Along press events. These included:



EC Rider Transit Ride Along (October 24, 2019): Participants rode Route 1 from Northwest Florida State College to Okaloosa County Elder Services. Participants included Okaloosa-Walton TPO board members, Okaloosa County Commissioner Carolyn Ketchel and City of Destin Councilmember Skip Overdier.

Bay Town Trolley Ride Along (October 29, 2019): Participants rode Route 6 in its entirety, from the Bay County Library. Bay County Transportation Planning Organization Chairperson, City of Callaway Mayor Pam Henderson participated in the event.

ECAT Ride Along (October 30, 2019): Participants rode Route 45 from the Rosa L. Parks Transit Complex to Pensacola City Hall. Participants included City of Pensacola Mayor Grover Robinson and Florida-Alabama TPO board members; Escambia County Commissioner Lumon May, Escambia County Commissioner Robert Bender, City of Pensacola Councilmember Ann Hill, and City of Pensacola Councilmember Jared Moore.

Martin MPO Complete Streets Access to Transit Study



The Martin Metropolitan Planning Organization (MPO) commissioned the Treasure Coast RPC to develop a County-wide Complete Streets: Access to Transit Study, which was adopted in June of 2020.

A “Complete Street” is a public road that provides safe and accessible options for multiple travel modes for people of all ages and abilities, including modes such as walking, cycling, transit, automobiles, and freight. Complete Streets play an especially important role in providing safe, effective connections to transit. Because every transit trip essentially begins and ends as a pedestrian trip, there is heightened focus on the “last-mile” connections to and from transit stops to boost transit performance, with a specific focus on the benefits for accessing transit safely and expanding the utility of the transportation network.

The Complete Streets: Access to Transit Study provides a comprehensive, long-term, context-sensitive approach to an improved roadway network as it relates to existing and anticipated transit stops and routes countywide. The Martin MPO’s recently adopted Long-Range Transportation Plan incorporates the study to help inform transportation priorities and funding through the 2045 planning horizon. The study employs a unique methodology to assess various conditions across the County’s nearly 1,200-mile roadway network to identify and prioritize eligible roadway segments for improvements. Finally, the study includes a series of recommended implementation activities by the MPO, local governments, and other transportation partners to achieve a safer, more complete street network going forward.

ECONOMIC

DEVELOPMENT

RPCs complete regional economic impact analysis using the nationally recognized REMI software, facilitate Post Disaster, Redevelopment Planning, and administer revolving loan funds for small business loans and brownfields redevelopment.

East Central Florida RPC Assists with Economic Impact Analysis



The East Central Florida RPC and the North Brevard Economic Development Zone (NBEDZ) partnered to submit an Economic Adjustment Grant from U.S. Economic Development Administration (EDA) to analyze the economic importance of State Road 405 Causeway to

Brevard County's economy and make the case to attract the necessary investment and partnerships needed to rebuild the Causeway.

The State Road 405 Causeway in Brevard County is the most direct connection between the City of Titusville, home to most of the county's aerospace manufacturing suppliers, and the Kennedy Space Center (KSC) Launch Complex located on Merritt Island. It serves thousands of military and civilian personnel working at the Cape Canaveral Spaceport (CCS) and is the only route to the KSC Visitor Complex, one of Brevard County's most visited tourist attractions. Ensuring this critical access through future decades will drive economic competitiveness of these industries.

The project was comprised of four different economic impact simulation scenarios run using the REMI PI+ economic model and indicated that the S.R. 405 bridge:

- Provides access to almost 15,000 jobs
- Supports the generation of \$1.6 billion in sales and approximately \$699 million in personal income
- It contributes \$1.02 billion to the County's Gross Regional Product (GDP)

Closure would spur the loss of almost 13,500 jobs per year and Brevard County would also lose \$1.53 billion in sales, \$945.7 million in personal income, and \$975.8 million to the County's GDP. Since the completion of the economic forecasting, NASA has funded the Project Development and Environment Study and Design and will fund continued operation and maintenance until the new bridge is complete. Space Florida has committed to providing the matching funds for the INFRA grant award and will take over ownership of the bridge once constructed.

Treasure Coast RPC Assists with Redevelopment of H.D. King Power Plant

The Treasure Coast RPC has been working with the City of Fort Pierce over a number of years to facilitate the redevelopment of the former site of the H.D. King electrical power plant. Beginning in 1912 and continuing for almost a century, the City generated electrical power on the site.

After moving production to a new facility in 2008, the plant was decommissioned and eventually demolished. Over the last decade the Treasure Coast RPC has assisted with the redevelopment efforts, initially by conducting a community planning charrette to envision a future for the site and then utilizing its Brownfields Assessment program and Revolving Loan Fund, in the assessment and cleanup of contamination on the property.

After attempting to secure a suitable redevelopment partner consistent with the community's vision, the City engaged the Council to help conduct the evaluation of proposals as well as assist in the negotiation of the agreement with the developer selected by the City. The City unanimously approved the development agreement for King's Landing on November 12, 2019, which will return the property to the tax rolls and spur the improvement of a significant area adjacent to the downtown area and the Ft. Pierce City Marina.



EMERGENCY

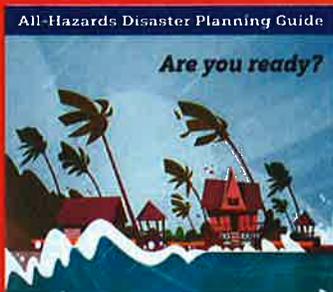
PREPAREDNESS

Working together, RPCs conduct cooperative statewide projects such as the award winning statewide Regional Evacuation Study, the Energy Assurance Study, and coastal resiliency planning.

Northeast Florida RC Engages in Emergency Preparedness Efforts

- **Regional COAD Working Group** - In the Spring of 2020, the Northeast Florida RC, developed and formed a "Regional COAD Working Group". Community Organizations Active in Disaster (COAD) are local networks of community and voluntary organizations that assist in disaster recovery. Many disasters in Florida are regional in nature, and communication and collaboration of the COAD Working Group will assist the region in times of greatest need.
- **Coastal Hazards Mapping Tool** - The online mapping tool developed and licensed by the Northeast Florida RC as the "Regional Resiliency Exposure Tool", has been used to educate local stakeholders about coastal hazards and vulnerabilities. The Exposure Tool allows local residents, business owners and government officials to determine community exposure to specific coastal hazards. The tool includes the FEMA flood hazard zones, storm surge for evacuation planning, depth of flood at defined storm occurrence intervals and sea level rise at defined water levels from 1 to 6 feet of rise.
- **Shelter-In-Place Program** - In early 2020, the Northeast Florida Healthcare Coalition (HCC) and Northeast Florida Local Emergency Planning Committee for Hazardous Materials (LEPC), programs of the Northeast Florida RC, partnered to implement a pilot training and exercise program to enhance shelter-in-place (SIP) capabilities of healthcare facilities for a hazardous materials incident. A total of 104 people participated in the shelter-in-place training program and 50 healthcare facilities conducted a shelter-in-place exercise.

Tampa Bay RPC Releases 2020 All Hazards Disaster Planning Guide



The Tampa Bay RPC began producing disaster planning guides for the region in the early 1980s. This year the Tampa Bay RPC is proud to provide the 2020 All-Hazards Disaster Planning Guide. The Guide includes evacuation maps, shelter locations, and hurricane preparation tips for the Tampa Bay area. Over 160,000 Guides have been distributed throughout Citrus, Hernando, Manatee, and Sarasota counties and the digital guide is available online at www.tampabayprepares.org. The poster-size guides are available in libraries, post offices, and government buildings while supplies last. Spanish language versions are available in Manatee and Sarasota counties.

Apalachee RPC Prepares Long-Term Recovery Plans

On October 10, 2018, Hurricane Michael made landfall southwest of Calhoun and Liberty counties. Category 5-level wind gusts were experienced nearly 50 miles inland, devastating homes, businesses, and communities that make up this rural area in the Florida Panhandle. Each county was awarded a Community Planning Technical Assistance Grant from the Florida Department of Economic Opportunity to develop a long-term recovery plan. The Apalachee RPC was contracted to develop the plans with the support of OVID Solutions. Targeted stakeholder interviews were conducted, and community surveys were disseminated.



The countywide recovery plans identify priority projects that the communities hope to accomplish and a funding strategy for achieving each one. This is an opportunity for the county to re-imagine its long-term vision and implement it on a much faster timeline, which will better position the counties for economic growth consistent with community character. Out of disaster comes the opportunity to rebuild back stronger and more resilient communities.

AWARDS

2020 NADO Impact Awards

Apalachee Regional Planning Council

- 850 Hemp Summits

Central Florida Regional Planning Council

- City of Fort Meade Economic Development & Disaster Resiliency Plan

East Central Florida Regional Planning Council

- Food Assets Inventory
- Green Infrastructure Adaptation Plan for the Town of Melbourne Beach
- Central Florida's US&R TF4 MobEx 2019

North Central Florida Regional Planning Council

- Middle and Lower Suwannee River and Withlacoochee River Task Force

Tampa Bay Regional Planning Council

- Citrus County Local Mitigation Strategy
- Hernando County Local Mitigation Strategy
- Tampa Bay Regional Resiliency Coalition

2020 NADO Excellence in Regional Transportation Awards

Tampa Bay Regional Planning Council

- Resilient Bay Transportation Project



The Central Florida RPC was presented the Summit Award in the Small Business category by United Way of Central Florida due to eight years of 100% employee participation, an increase in per capita giving, and other participation increases during the 2019-2020 fundraising campaign. Through personal gifts, office fundraising and activities, and opportunities to volunteer, the RPC staff shows their commitment to the community and has contributed more than \$10,000 each year for the past three years.

South Florida RPC Awarded "Community Partner of the Year"

The South Florida RPC was recognized as the "Community Partner of the Year" from the U.S. Small Business Administration (SBA), South Florida District Office. This award honors any organization that assists entrepreneurs through advocacy and other efforts that raise the profile, effectiveness, health, vitality, growth, or expansion of small businesses in the SBA's South Florida District Office territory. These efforts can target specific segments of the small business population such as women, veterans, minorities, exporters, and those small firms located in rural communities.



South Florida Regional Planning Council
Proudly serving South Florida since 1974

NATIONAL SMALL BUSINESS WEEK
AWARDS
#SMALLBUSINESSWEEK

STATEWIDE PARTNERS



FLORIDA ASSOCIATION OF COUNTIES



American Planning Association
Florida Chapter



COLLABORATING TOGETHER

Planning Councils are multi-purpose entities comprised of local governments that solve problems at the regional level and help communities grow.

Regional Planning Councils Receive Coronavirus Recovery Funding

In response to the COVID-19 pandemic and its impact on economies across the country, Congress appropriated \$1.5 billion for the U.S. Department of Commerce, Economic Development Administration (EDA) as part of the Coronavirus Aid, Relief and Economic Security Act. Each regional planning council (RPC) throughout Florida was awarded a two-year, non-competitive grant of \$400,000. As EDA designated Economic Development Districts, RPCs have well established economic development programs focused on regional resilience. This investment provides RPCs with the critical resources necessary to develop or update disaster recovery and resiliency economic development strategies and fortify those programs that help communities respond to and recover from the COVID-19 pandemic. Through working extensively with regional stakeholders to develop a framework and strategies to facilitate economic recovery, efforts will focus on the most affected industries in each of the regions. They will further enhance economic diversity efforts to create more resilient, innovative, and globally competitive regions for the future.



To further aid economic recovery for the business community, EDA provided CARES Act funding to capitalize on two of the existing Revolving Loan Fund programs housed at the Apalachee and South Florida RPCs. These funds offer short-term loans to businesses unable to secure traditional funding.

The funding was appropriated in part due to the advocacy of the National Association of Development Organizations (NADO), who worked with Congressional leadership in both chambers of Congress. NADO is a national trade association representing regional development organizations across the country, advancing regional strategies, partnerships, and solutions to strengthen the economies of regions. North Central Florida RPC Executive Director Scott Koons serves on the Executive Committee of NADO as Immediate Past President. In addition, Apalachee RPC Executive Director Chris Rietow and Central Florida RPC Executive Director Pat Steed serve, along with Director Koons, on the Board of Directors of NADO.

Emerald Coast RC and Apalachee RPC Partner To Relaunch The Regional Commuter Assistance Program



The Emerald Coast RC and Apalachee RPC partnered to relaunch the regional commuter assistance program as RideOn Commuter Services. RideOn is a Transportation Demand Management program of the Florida Department of Transportation, serving District 3 and its sixteen counties across northwest Florida.

Relaunched in early 2020, the program offers a regional approach to connecting people with alternate forms of transportation. RideOn strives to provide people with flexible and sustainable transportation choices that improve the quality of life for all by promoting multi-modal forms of transportation such as remote work, ride-share, public transit, biking, and walking, and "last mile" connectivity.

An interactive mobile RideOn app was created for iOS and Android platforms that allow citizens to easily connect with ride-share partners, vanpools, and biking or walking partners. Detailed commute data is generated, and participants can track their impact on greenhouse gas emissions, gas and money saved, and even calories burned by using the alternative modes of transportation. The app allows real-time tracking for the mobility options and engages users to recognize their impact on the community and the environment. Join us at RideOnTogether.org.



Regional Planning Councils Awarded Technical Assistance Grants

On August 7, 2020, Governor DeSantis announced nearly \$1 million in community planning technical assistance grants to local governments and regional planning councils. Administered by the Florida Department of Economic Opportunity, the technical assistance grants assist Florida communities in creating innovative planning and development strategies to promote economic diversity. Four regional planning councils received grants:



Apalachee RPC

- Conduct training and prepare a toolkit for community planning activities

Central Florida RPC

- Prepare a study on Migrant and Farmworker Housing in the central Florida region and a model ordinance that can be incorporated into local government land development regulations

East Central Florida RPC

- To develop the East Central Florida Food Resiliency Action Plan for a more resilient local, county, and regional food system
- To create a Strategic Resilience Action Plan for the recently established East Central Florida Regional Resilience Collaborative

Emerald Coast RC

- To develop a corridor master plan for US-90 in Escambia, Santa Rosa, and Okaloosa counties that focuses on a multi-use trail

Regional Planning Councils Support Florida's Coral Reef Campaign



From left to right: Isabel Cosio Carballo (Executive Director, South Florida Regional Planning Council); Broward County Commissioner Beam Furr; Miami-Dade County Commissioner Daniella Levine Cava (now Mayor of Miami-Dade); Kathy Fitzpatrick (Martin County Coastal Engineer); Thomas Lanahan (Executive Director, Treasure Coast Regional Planning Council); Martin County Commissioner Doug Smith

Over the last three years the South Florida RPC and Treasure Coast RPC have worked with the Florida Department of Environmental Protection and public, private, and nonprofit stakeholders to further public awareness, restoration, and protection of Florida's endangered coral reef spanning Miami-Dade through Martin counties, and Monroe County. In January 2020, the Councils were among those who welcomed Governor DeSantis to Frost Museum of Science for the launch of Florida's Coral Reef campaign.



2507 Callaway Road, Suite 200
Tallahassee, FL 32303
850.487.1426 | flregionalcouncils.org

REGIONAL PLANNING COUNCILS:

APALACHEE REGIONAL PLANNING COUNCIL
Executive Director: Chris N. Rietow
2507 Callaway Road, Suite 200
Tallahassee, FL 32303
850.488.6211 | arpc.org

CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
Executive Director: Patricia M. Steed
555 East Church Street
Bartow, FL 33830
863.534.7130 | cfrpc.org

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
Executive Director: Hugh W. Harling, Jr.
LYNX Building, 4th Floor,
455 North Garland Ave., Orlando, FL 32801
407.245.0300 | ecfrc.org

EMERALD COAST REGIONAL COUNCIL
Executive Director: Austin L. Mount
4081 East Olive Rd., Suite A,
Pensacola, FL 32514
850.332.7976 | ecrc.org

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
Executive Director: Scott R. Koons
2009 Northwest 67th Place
Gainesville, FL 32653
352.955.2200 | ncfrc.org

NORTHEAST FLORIDA REGIONAL COUNCIL
Executive Director: Elizabeth Payne
100 Festival Park Avenue
Jacksonville, FL 32202
904.279.0880 | nefrc.org

SOUTH FLORIDA REGIONAL PLANNING COUNCIL
Executive Director: Isabel Cosio Carballo
1 Oakwood Blvd, Suite 250
Hollywood, FL 33020
954.924.3653 | sfregionalcouncil.org

SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL
Executive Director: Margaret A. Wuerstle
PO Box 60933
Fort Myers, FL 33906
239.938.1813 | swfrpc.org

TAMPA BAY REGIONAL PLANNING COUNCIL
Executive Director: Sean T. Sullivan
4000 Gateway Centre Blvd., Suite 100
Pinellas Park, FL 33782
727.570.5151 | tbrpc.org

TREASURE COAST REGIONAL PLANNING COUNCIL
Executive Director: Thomas J. Lanahan
421 Southwest Camden Avenue
Stuart, FL 34994
772.221.4060 | tcrpc.org



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January 21, 2021

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Florida Chamber Foundation Scorecard™

The Florida Chamber Foundation has developed the Florida Scorecard™ to provide Florida leaders the metrics needed to secure Florida's future. The Florida Chamber Foundation's objective to developing a 20-year, statewide strategic plan requires a commitment to measuring our current status and progress toward the stated goals of the Six Pillars 20-year Strategic Plan.

The Scorecard reports metrics for each of the following Six Pillars.

- Talent and Supply Education;
- Innovation and Economic Development;
- Infrastructure and Growth Leadership;
- Business Climate and Competitiveness;
- Civic and Governance Systems; and
- Quality of Life and Quality Places.

Please find attached the January 2021 Scorecard.

If you have questions concerning this matter, please do not hesitate to contact me.

Attachment

o:\council.mtg\cnc\mtgmemos\flchamberscorecard jan 2021.docx



State of Florida Metrics

Click any metric to get more information (what is this?)

FLORIDA POPULATION 01/13/2021

22,215,785

Florida FutureCast

COVID-19

NUMBER OF COVID CASES

1.50M

(Increasing)

Daily Average New Cases

15,087.9

(Increasing)

WEEKLY PERCENT OF POSITIVE CASES

12.65%

(Increasing)

DAYS SINCE 1ST VACCINE IN FLORIDA

31

DAYS SINCE 1ST CONFIRMED COVID-19 CASE

317

OPEN JOBS

359,200

(Increasing)

651,000

Unemployed Persons (Declining)

UNEMPLOYMENT RATE

6.4%

(Unchanged)

[View Statewide Heat Map](#)

Jobs Year Over Year Change

-418,500

[View Statewide Heat Map](#)

3RD GRADE READING SCORES

58%

(Improving)

[View Statewide Heat Map](#)

100%

2030 Goal

STATE OF FLORIDA VISITORS

\$94.0

Billion Visitor Spending

131.4

Million Visitors

STATE HOUSING STARTS & SALES

9,439

Starts (Declining)

26,406

Sales (Declining)

INCOME MIGRATION

\$1.19M

Per Hour

POVERTY RATE

14.0%

(Better)

[View Statewide Heat Map](#)

CONSUMER SENTIMENT

82.2

(Improving)

HIGH SCHOOL GRADUATION RATE

90.0%

(Improving)

[View Statewide Heat Map](#)

SALES TAX REVENUE

\$2.628

Billion per Month (Improving)

VOTER PARTICIPATION

77%

(Improving)

RIGHT / WRONG DIRECTION

45%/45%

LAND IN CONSERVATION

28%

State of Florida Metrics (What is this?)

State of Florida FutureCast

Talent Supply & Education

Click any metric to get more information!



State of Florida Metrics (What's New)
Innovation & Economic Development

State of Florida FutureCast

Click any metric to get more information!



THE FLORIDA SCORECARD

METRICS TO HELP SECURE FLORIDA'S FUTURE

View County Data...



TALENT
SUPPLY &
EDUCATION



INNOVATION &
ECON.
DEVELOP.



INFRASTRUCTURE &
GROWTH LEADERSHIP



BUSINESS CLIMATE &
COMPETITIVENESS



CIVICS &
GOVERNANCE



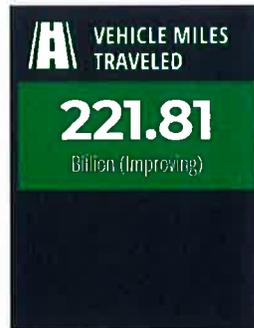
QUALITY
OF LIFE

State of Florida Metrics (What is this?)

Infrastructure & Growth Leadership

State of Florida FutureCast

Click any metric to get more information!



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THE FLORIDA SCORECARD

METRICS TO HELP SECURE FLORIDA'S FUTURE

View County Data...



State of Florida Metrics (What is this?)

State of Florida FutureCast

Business Climate & Competitiveness

Click any metric to get more information



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THE FLORIDA SCORECARD

METRICS TO HELP SECURE FLORIDA'S FUTURE

View County Data...

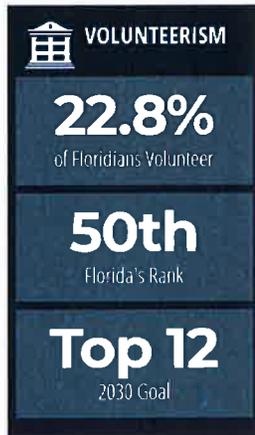
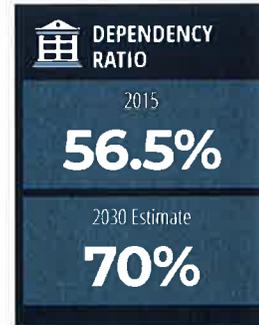


State of Florida Metrics (What is this?)

State of Florida FutureCast

Civic & Governance Systems

Click any metric to get more information!



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State of Florida Metrics (What is this?)

State of Florida FutureCast

Quality of Life and Quality Places

Click any metric to get more information!

POVERTY RATE

14.0%
(Better)

[View Statewide Heat Map](#)

CHILDREN IN POVERTY

20.1%
(Decreasing)

<10%
2030 Goal

829,342
(Decreasing)

ALICE HOUSEHOLDS

46%
(Unchanged)

HOUSING COST BURDENED

52.9%
30% (Decreasing)

<10%
2030 Goal

27.1%
50% (Decreasing)

FLORIDIANS WITHOUT HEALTH INSURANCE COVERAGE

2,728
Thousand (Increasing)

13.0%
(Increasing)

FREE & REDUCED LUNCH

55.8%
(Declining)

[View Statewide Heat Map](#)

YOUTH OBESITY

10.9%
(Better)

PER CAPITA INCOME

\$49,417
(Improving)

[View Statewide Heat Map](#)

HOMELESS SCHOOL CHILDREN

95,167
(Increasing)

HOME OWNERSHIP RATE

69.7%
(Declining)

WELL-BEING RANKING

20th
(Increasing)

Top 5
2030 Goal

CRIME DATA

2,551
(Declining)

CRIME RATE RANKING

#28
(Decreasing)

Lowest 10
2030 Goal



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January 21, 2021

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director
SUBJECT: Legislative Report

The 2021 regular Legislature Session will convene on March 2, 2021 and is scheduled to adjourn on April 30, 2021. The legislative interim Committee schedule is, as follows:

- Week of January 11-15, 2021
- Week of January 25-29, 2021
- Week of February 1-5, 2021
- Week of February 8-12, 2021
- Week of February 15-19, 2021

The following paragraphs provide a summary of bills of interest.

REGIONAL PLANNING COUNCIL FUNDING

The Governor did not recommend any funding for regional planning councils for Fiscal Year 2020-21.

REGIONAL PLANNING COUNCILS

Senate Bill 62 by Senator Bradley revises a requirement for the Executive Office of the Governor to review and consider certain reports, data and analyses relating to the revision of the state comprehensive plan; eliminating the advisory role of regional planning councils in state comprehensive plan preparation and revision; repealing provisions relating to the Florida Regional Planning Council Act; and authorizing local governments to recommend areas of critical state concern to the state land planning agency. Referred to Community Affairs Committee; Judiciary Committee; and Rules Committee. **The bill is now in Community Affairs Committee.**

There is no companion House bill.

GROWTH MANAGEMENT

Senate Bill 496 by Senator Perry specifies requirements for certain comprehensive plans effective, rather than adopted, after a specified date and for associated land development regulations; requiring local governments to include a property rights element in their comprehensive plans; prohibiting a local government's property rights element from conflicting with the statement of rights contained in the act; providing that the consent of certain property owners is not required for development agreement changes under certain circumstances; requiring the Florida Department of Transportation to afford a right of first refusal to certain individuals under specified circumstances. Referred to Community Affairs Committee; Judiciary Committee; and Rules Committee.

There is no companion House bill.

If you have any questions concerning this matter, please do not hesitate to contact me.

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January 21, 2021

TO: Council Members
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: 2045 Florida Transportation Plan Policy Element and Performance Element

The Florida Transportation Plan is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional and local partners. The Florida Transportation Plan includes seven goals to guide transportation planning decisions.

The Florida Transportation Plan is important because it not only sets a long-range vision for the future, but it guides transportation decisions today. The seven goals of the Florida Transportation Plan are, as follows:

- Safety and security for Florida's residents, visitors and businesses;
- Agile, resilient and quality infrastructure;
- Connected, efficient and reliable mobility for people and freight;
- Transportation choices that improves equity and accessibility;
- Transportation solutions that strengthen Florida's economy;
- Transportation solutions that enhance Florida's communities; and
- Transportation systems that enhance Florida's environment.

Every five years, the Department updates the Florida Transportation Plan. A 34-member Steering Committee focused on improving Florida's transportation future is guiding the Florida Transportation Plan update. Convened by the Department, the Committee represents local, regional, state and federal agencies; all modes of transportation; business and economic development organizations; environmental and community partners; and other organizations involved in planning and managing Florida's transportation system.

The Department recently released the second and third components of the updated Florida Transportation Plan, the Policy Element and performance Element (see the attached Policy Element and Performance Element).

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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2045

FLORIDA

Transportation Plan

POLICY ELEMENT

DECEMBER 2020

FOUR ELEMENTS OF THE FLORIDA TRANSPORTATION PLAN



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



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



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



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

INTRODUCTION > FTP POLICY ELEMENT

Transportation in Florida is changing.

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

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

The world is changing but our vision is clear.

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

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MOVING FORWARD	34

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

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

SETTING THE STAGE > OUR VISION AND GOALS

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

SAFETY AND SECURITY FOR
RESIDENTS, VISITORS, AND BUSINESSES



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

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

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

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

SETTING THE STAGE > OPPORTUNITIES AND CHALLENGES

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



Continuing strong population and economic growth

Forecasts developed prior to 2020 projected Florida would add about 6 million residents between 2019 and 2045. Strong gains in jobs and visitors are expected as well.



Changing demographics

Florida expects 60 percent growth in the number of seniors (65+) by 2045, plus more residents with disabilities or chronic health conditions with specialized transportation needs. Florida also must meet the needs of a growing number of lower-income and financially constrained residents, for whom transportation is a key element of access to opportunity.



Shifting development patterns

Urban areas will account for the majority of Florida's population and economic growth, leading to increased travel and congestion. Some rural areas are preparing for significant growth, while others prefer to maintain rural character.



Changing trade and visitor flows

Tourism and trade have been key drivers of Florida's growth in recent decades. Changing trade patterns, restructuring of supply chains, growth in e-commerce, and evolving preferences for both personal and business travelers all could impact future demand for moving people and freight.



Emerging technologies and innovations

Advances in vehicles, materials, energy sources, communications systems, and data are reshaping how we travel. Emerging technologies offer the potential to significantly improve safety, efficiency, and mobility for millions of Floridians by enhancing existing modes as well as creating new forms of travel. They also could introduce new challenges related to congestion, security, and revenue collections.



Growing risks

The potential likelihood and severity of risks facing Florida – from extreme weather to sea level rise, from public health crises to economic shocks – is growing. Our transportation strategy must anticipate, prepare for, mitigate, and respond to these risks to protect Florida's communities, economy, and infrastructure.

SETTING THE STAGE > OPPORTUNITIES AND CHALLENGES

GROWING INVESTMENT NEEDS

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

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

CHANGING REVENUE OUTLOOK

Several trends make future transportation revenue sources increasingly uncertain:

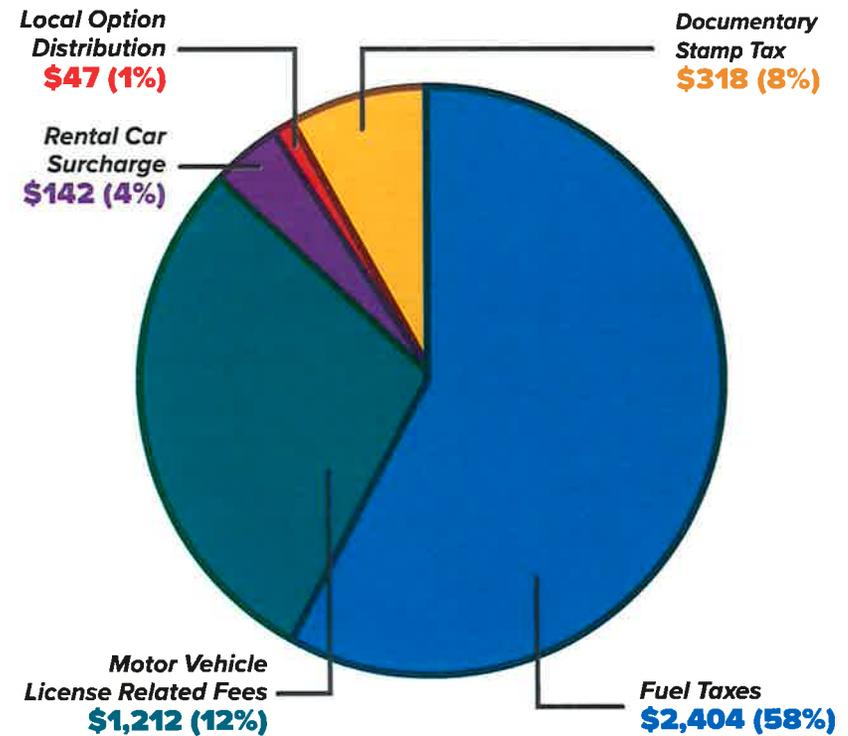
- > The recent decline in travel and economic activity has led to a corresponding short-term decline in motor fuel purchases, toll collections, transit fares, sales taxes, and other transactions that help fund transportation in Florida and other states. Some of these recent trends may represent long-term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

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

EVOLVING WORKFORCE NEEDS

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

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



BUILDING THE PLAN > OUR PROCESS

WHAT DO OUR PARTNERS AND CUSTOMERS SAY?

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

Steering Committee

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



Subcommittees

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

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

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



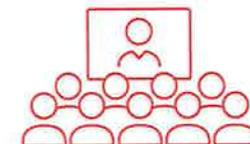
Partner and Public Involvement

The process also gathered input from a broad range of partners and the public through a statewide visioning session, FDOT's Transportation Planning Exchange (TransPlex) virtual conference, and more than 247 briefings at regularly scheduled or specially convened partner meetings. Together, these events involved more than 12,800 participants.

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

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

The public input process was augmented by extensive use of the FTP website and social media. FDOT also conducted a 30-day formal public comment period on the draft plan, receiving a total of 130 comments from 43 members of the public and addressing these in the final plan document.



BUILDING THE PLAN > OUR PROCESS



STEERING COMMITTEE

36 MEMBERS
9 MEETINGS



THREE SUBCOMMITTEES

16 MEETINGS
600 ATTENDEES



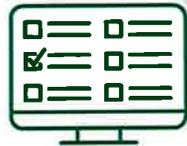
SOCIAL MEDIA OUTREACH

MORE THAN
78,000 IMPRESSIONS



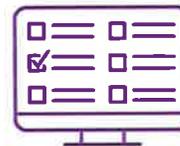
PARTNER BRIEFINGS

247 BRIEFINGS
WITH MORE THAN
12,800 ATTENDEES



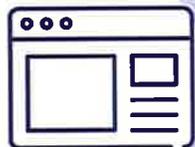
VALUES AND PREFERENCES SURVEY

MORE THAN 1,660
RESPONSES WITH 600
INDIVIDUAL COMMENTS



TOPIC SPECIFIC SURVEYS

MORE THAN 220
RESPONSES TO 4 SURVEYS
WITH 500 INDIVIDUAL
COMMENTS



WEBSITE

AVERAGE OF 1,800 PAGE
VIEWS/MONTH

WHAT WE HEARD

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

*Note: Information current as of 12/31/20.
Some individuals participated in more than one event.*

BUILDING THE PLAN > OUR PROCESS

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

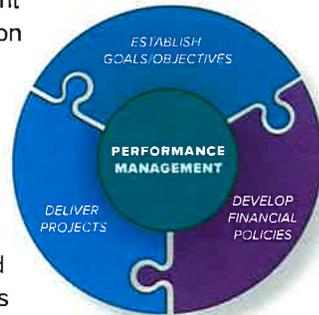
WHAT DID WE ACCOMPLISH FROM OUR LAST PLAN?

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



HOW IS OUR SYSTEM PERFORMING TODAY?

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



WHAT WILL THE FUTURE LOOK LIKE?

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



WHAT ARE OUR PARTNERS PLANNING?

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

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

BUILDING THE PLAN > OUR PROCESS

FLORIDA'S TRANSPORTATION SYSTEM

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

PREPARING FOR THE FUTURE > OUR STRATEGY FRAMEWORK

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

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

OBJECTIVES

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

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



A FOCUS ON INNOVATION

We envision Florida as a global leader in the transformation of transportation over the next few decades. This FTP emphasizes the potential for innovation across the board. One key aspect of innovation is broadening our definition of infrastructure to include enabling technologies, while supporting emerging vehicle technologies from driverless cars to automated transit to commercial space systems (see pages 26-27).

Beyond the tremendous potential from emerging technologies, we also believe there are opportunities for innovation in business models, planning and investment processes, partnerships, revenue models, and many other aspects of transportation.

Innovation means thinking more broadly about safety, so we address underlying socioeconomic or community factors that create systemic safety challenges. It means being more flexible in how we manage infrastructure and right of way, particularly how we adapt to risks. It means being more nimble in how we integrate both public and private mobility solutions across modes - connecting both services and data – to support end-to-end trips. It means being more proactive at how we link transportation, land use, economic development, and environmental stewardship decisions to enable growth and stewardship to go hand in hand. It means being more strategic in defining the evolving role of transportation agencies and workforce during this time of change.

Throughout this document we have highlighted examples of innovative approaches to the FTP strategies that are helping us achieve our vision and goals as a state. We look forward to adding to this list of innovative practices during the next five years.

PREPARING FOR THE FUTURE > OUR STRATEGY FRAMEWORK

PROGRESS INDICATORS

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

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

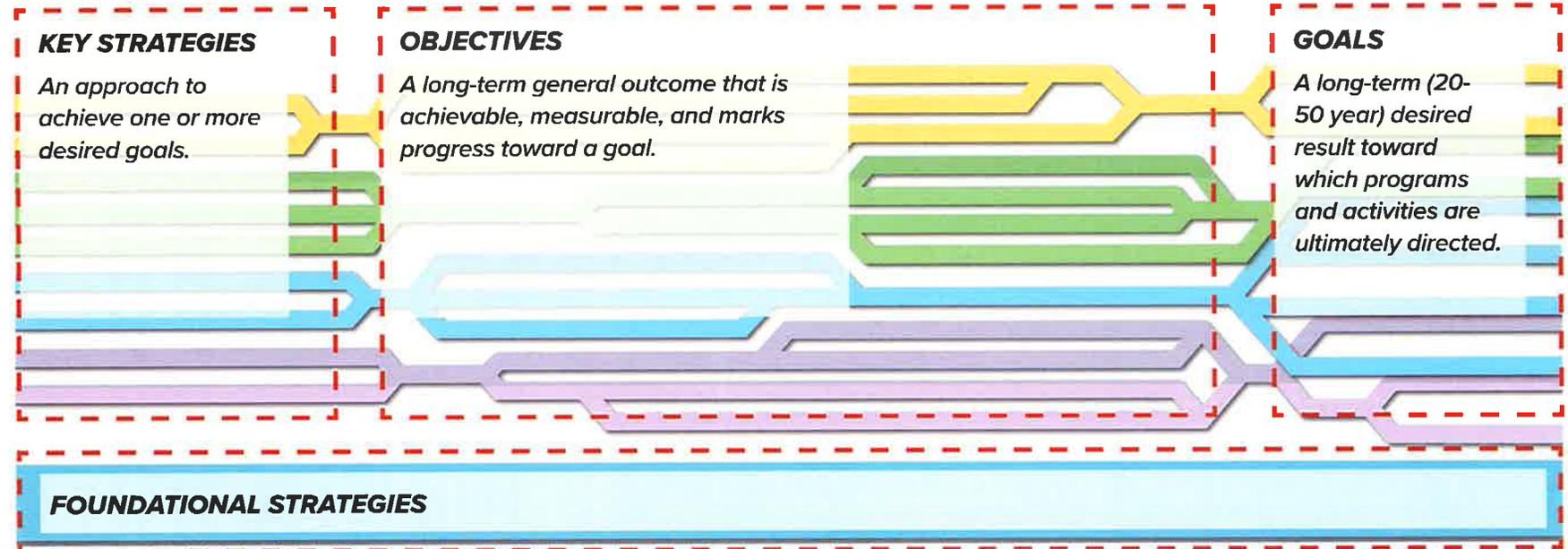
STRATEGIES

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

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

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

OVERVIEW OF THE STRATEGY FRAMEWORK



MEASURING PROGRESS > OBJECTIVES AND INDICATORS

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

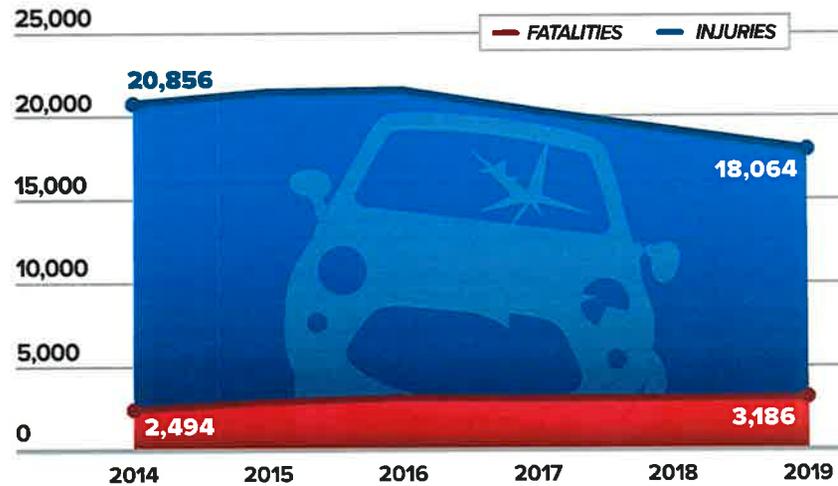
 OBJECTIVES	 PROGRESS INDICATORS	
Eliminate transportation-related fatalities and serious injuries	<ul style="list-style-type: none"> • Highway fatalities (total and rate) 	<ul style="list-style-type: none"> • Crashes (total and rate)
Reduce the number of crashes and other safety incidents on the transportation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



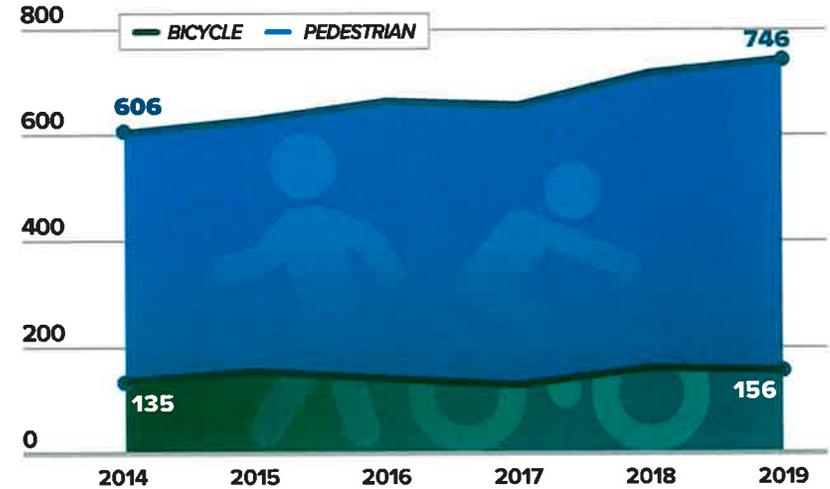
MEASURING PROGRESS > OBJECTIVES AND INDICATORS

INDICATORS TO WATCH

FATALITIES AND SERIOUS INJURIES



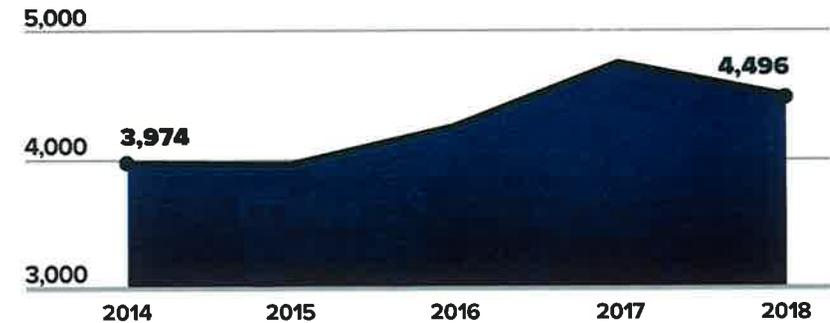
BICYCLE AND PEDESTRIAN FATALITIES



ROADWAY CLEARANCE DURATION (minutes)



TRANSIT REVENUE MILES BETWEEN FAILURES



GOALS
SAFETY AND SECURITY

INFRASTRUCTURE

POLICY ELEMENT

MEASURING PROGRESS > OBJECTIVES AND INDICATORS

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

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

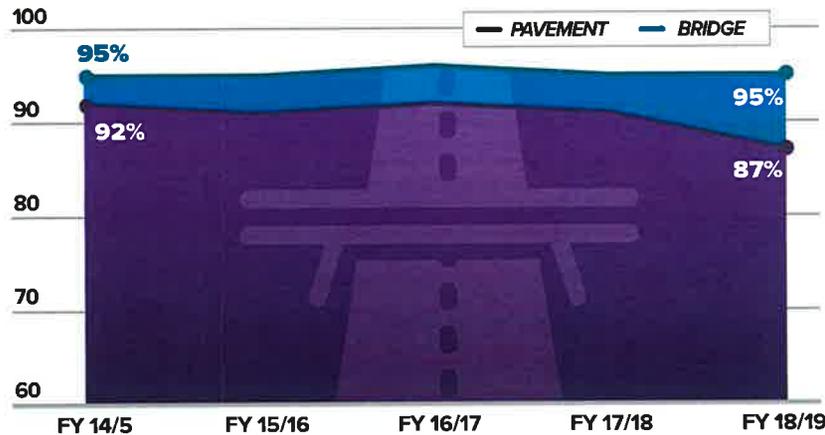
 OBJECTIVES	 PROGRESS INDICATORS	
Maintain Florida’s transportation assets in a state of good repair for all modes	<ul style="list-style-type: none"> • <i>Pavement condition</i> • <i>Bridge condition</i> 	<ul style="list-style-type: none"> • <i>Vulnerability to flooding or storm surge</i>
Increase the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



MEASURING PROGRESS > OBJECTIVES AND INDICATORS

INDICATORS TO WATCH

PAVEMENT AND BRIDGE CONDITION (% MEETING FDOT STANDARDS)



67.3%

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



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

2.5 FEET

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



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

STORM SURGE



GOALS
INFRASTRUCTURE

MOBILITY



MEASURING PROGRESS > OBJECTIVES AND INDICATORS

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

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

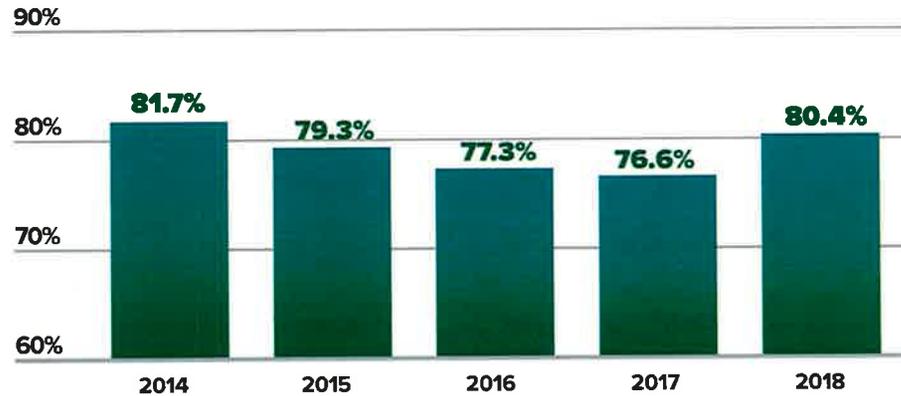
 OBJECTIVES	 PROGRESS INDICATORS	
Increase access to jobs, education, health, and other services for all residents	<ul style="list-style-type: none"> • Access to jobs • Access to education and healthcare 	<ul style="list-style-type: none"> • Person-hours of delay • On time departure or arrival for aviation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



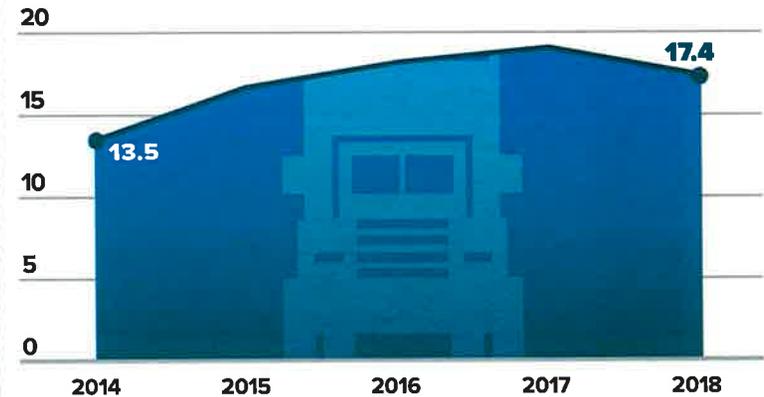
MEASURING PROGRESS > OBJECTIVES AND INDICATORS

INDICATORS TO WATCH

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



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



JOB ACCESSIBILITY WITHIN 40 MINUTES

The average Floridian can access

617,000 JOBS

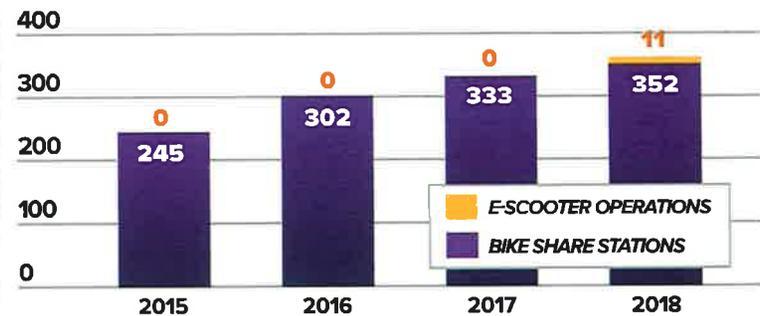


with a **vehicle**, but only

18,000 JOBS using **transit**



MICROMOBILITY OPTIONS



GOALS

MOBILITY

CHOICES

ECONOMY

COMMUNITY

POLICY ELEMENT

MEASURING PROGRESS > OBJECTIVES AND INDICATORS

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

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

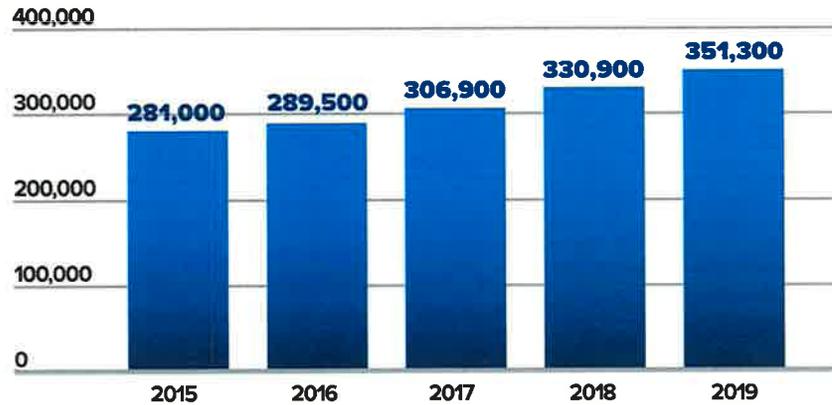
 OBJECTIVES	 PROGRESS INDICATORS	
Support job creation and economic development	<ul style="list-style-type: none"> • <i>Jobs in transportation-dependent industries</i> 	<ul style="list-style-type: none"> • <i>Air pollutant and greenhouse gas emissions</i>
Reduce transportation's impact on water, critical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



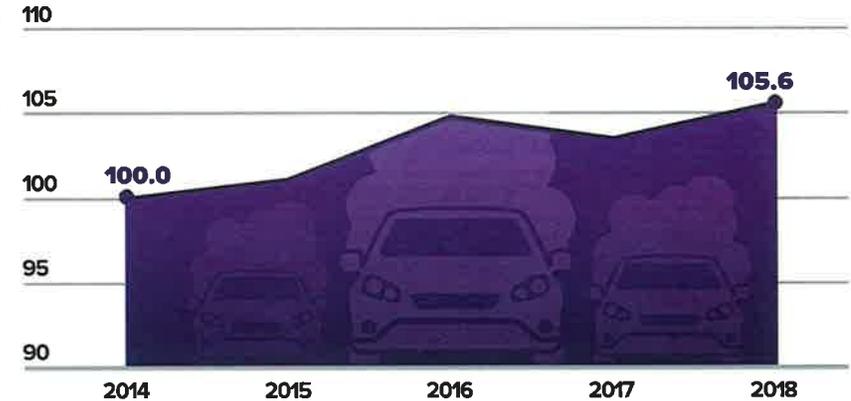
MEASURING PROGRESS > OBJECTIVES AND INDICATORS

INDICATORS TO WATCH

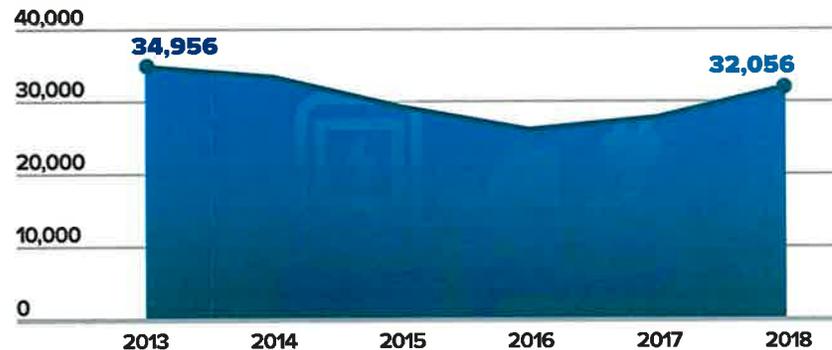
JOBS IN THE TRANSPORTATION INDUSTRY



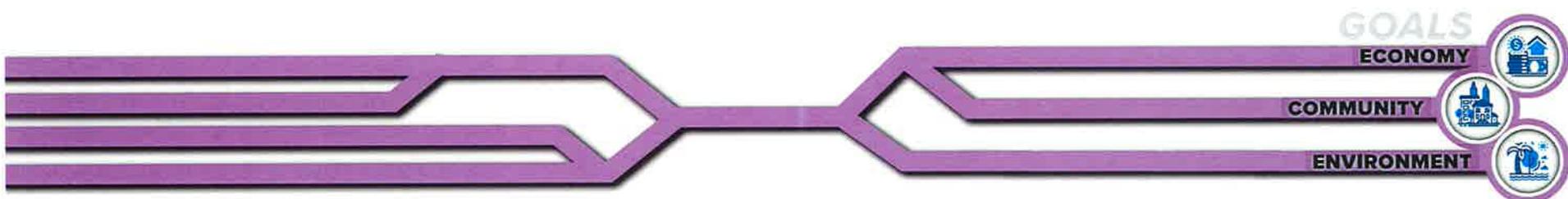
TRANSPORTATION-RELATED CO₂ EMISSIONS



ELECTRIC VEHICLE SALES IN FLORIDA



AIR QUALITY POLLUTANTS (THOUSANDS OF TONS)



FOUNDATIONAL STRATEGIES > INVESTMENTS AND WORKFORCE

STRATEGIES

FOUNDATIONAL STRATEGIES

Strategically align investments with goals

Provide sustainable and reliable transportation funding sources

Develop and retain a skilled transportation workforce

KEY STRATEGIES

Commit to Vision Zero as our top priority

Identify and mitigate risks to Florida's transportation system

Transform Florida's major transportation corridors and hubs

Strategically complete transportation systems and networks

Expand transportation infrastructure

Prioritize mobility for people and freight

Further access to opportunity for those who need it most

Integrate land use and transportation decisions

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

STRATEGICALLY ALIGN INVESTMENTS WITH GOALS

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

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

**STRATEGICALLY ALIGN
INVESTMENTS WITH GOALS**

FOUNDATIONAL STRATEGIES > INVESTMENTS AND WORKFORCE

PROVIDE SUSTAINABLE AND RELIABLE TRANSPORTATION FUNDING SOURCES

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

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

DEVELOP AND RETAIN SKILLED TRANSPORTATION WORKFORCE

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

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

**PROVIDE SUSTAINABLE AND RELIABLE
TRANSPORTATION FUNDING SOURCES**

**DEVELOP AND RETAIN SKILLED
TRANSPORTATION WORKFORCE**

KEY STRATEGIES > COMMIT TO VISION ZERO

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

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

FLORIDA'S STRATEGIC HIGHWAY SAFETY PLAN

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



ROADWAYS



LANE DEPARTURES



INTERSECTIONS

ROAD USERS



PEDESTRIANS AND BICYCLISTS



AGING ROAD USERS



MOTORCYCLISTS AND MOTOR SCOOTER RIDERS



COMMERCIAL MOTOR VEHICLE OPERATORS



TEEN DRIVERS

USER BEHAVIOR



IMPAIRED DRIVING



OCCUPANT PROTECTION



SPEEDING AND AGGRESSIVE DRIVING



DISTRACTED DRIVING

TRAFFIC RECORDS AND INFORMATION SYSTEMS

EVOLVING EMPHASIS AREAS

WORK ZONES

DROWSY OR ILL DRIVING

RAIL CROSSINGS

ROADWAY TRANSIT

MICROMOBILITY

CONNECTED AND AUTOMATED VEHICLES

KEY STRATEGIES

COMMIT TO VISION ZERO

IDENTIFY & MITIGATE RISKS

OBJECTIVES

ELIMINATE FATALITIES & SERIOUS INJURIES

REDUCE CRASHES & OTHER INCIDENTS

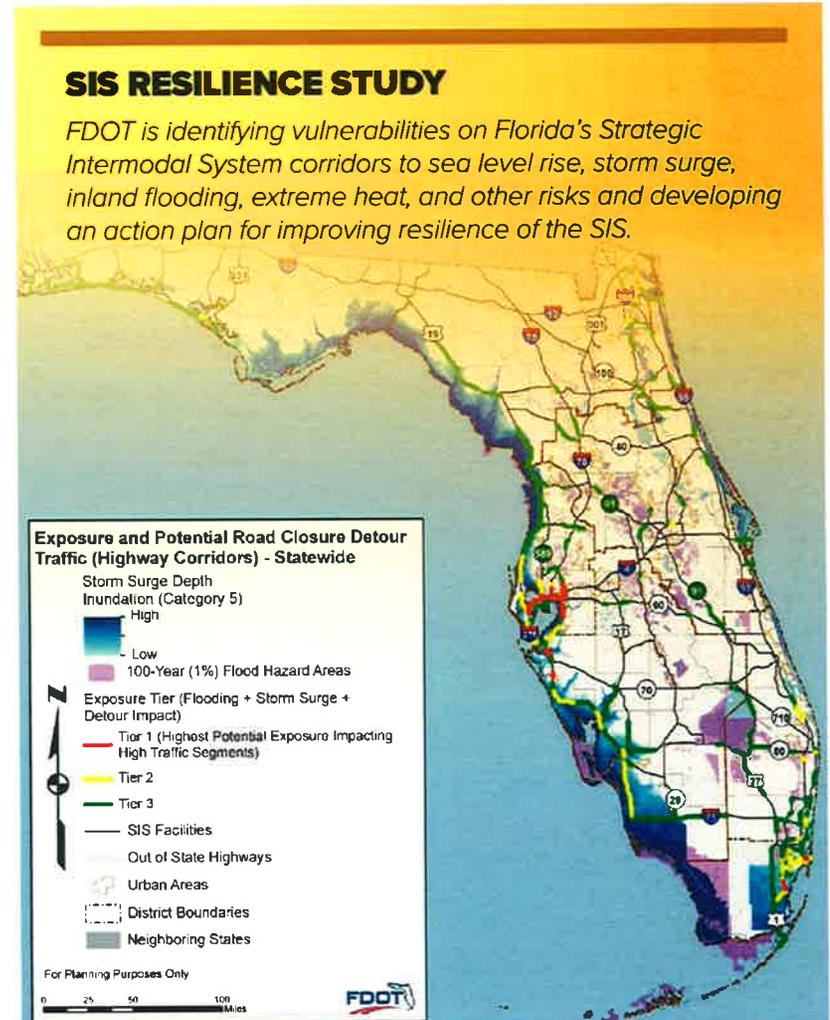
MITIGATE HEALTH, SAFETY, & SECURITY RISKS

IMPROVE EMERGENCY RESPONSE & RECOVERY TIMES

KEY STRATEGIES > IDENTIFY & MITIGATE RISKS

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

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



GOALS
SAFETY AND SECURITY

INFRASTRUCTURE

KEY STRATEGIES > TRANSFORM MAJOR CORRIDORS & HUBS

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

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

CENTRAL FLORIDA'S FUTURE TRANSPORTATION SYSTEM

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



KEY STRATEGIES

TRANSFORM MAJOR CORRIDORS & HUBS

COMPLETE TRANSPORTATION NETWORKS

EXPAND TRANSPORTATION INFRASTRUCTURE

OBJECTIVES

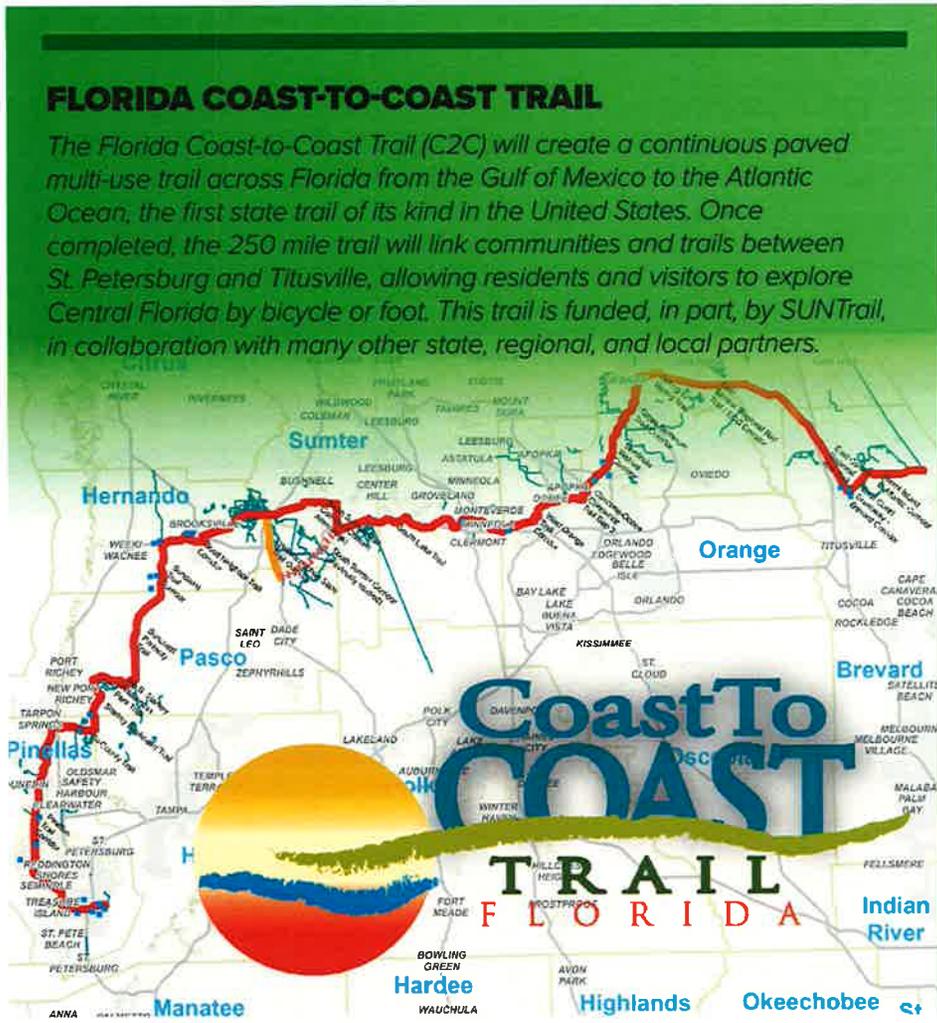
MAINTAIN TRANSPORTATION ASSETS

INCREASE RESILIENCE

MEET CUSTOMER EXPECTATIONS

IMPROVE SYSTEM CONNECTIVITY

KEY STRATEGIES > COMPLETE TRANSPORTATION NETWORKS



FLORIDA COAST-TO-COAST TRAIL

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

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

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

GOALS
INFRASTRUCTURE

MOBILITY

KEY STRATEGIES > EXPAND TRANSPORTATION INFOSTRUCTURE

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

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

ELECTRIC VEHICLE ROADMAP

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



KEY STRATEGIES

- ▶ TRANSFORM MAJOR CORRIDORS & HUBS
- ▶ COMPLETE TRANSPORTATION NETWORKS
- ▶ EXPAND TRANSPORTATION INFOSTRUCTURE

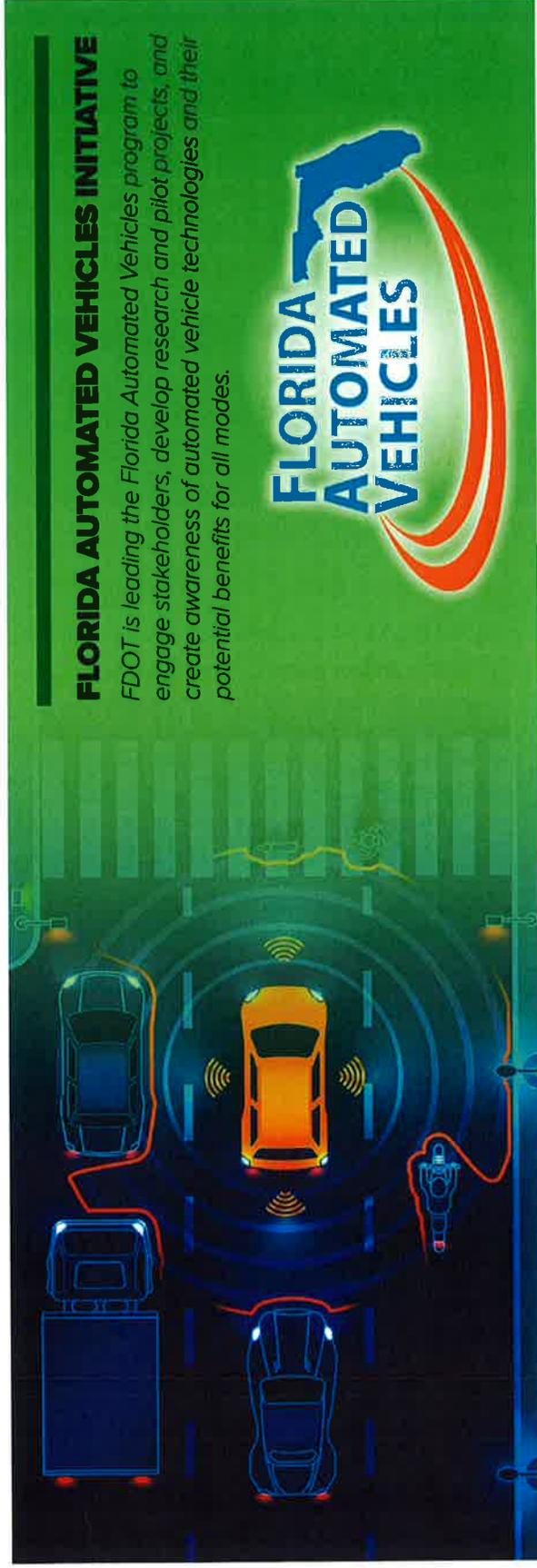
OBJECTIVES

- ▶ MAINTAIN TRANSPORTATION ASSETS
- ▶ INCREASE RESILIENCE
- ▶ MEET CUSTOMER EXPECTATIONS
- ▶ IMPROVE SYSTEM CONNECTIVITY

KEY STRATEGIES > EXPAND TRANSPORTATION INFOSTRUCTURE



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



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

FLORIDA AUTOMATED VEHICLES

GOALS

INFRASTRUCTURE

MOBILITY



KEY STRATEGIES > PRIORITIZE PEOPLE & FREIGHT MOBILITY

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

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

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

MIAMI-DADE SMART PLAN

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

SMART | STRATEGIC MIAMI AREA RAPID TRANSIT PLAN



OBJECTIVES

INCREASE ACCESS TO JOBS & SERVICES

INCREASE RELIABILITY & EFFICIENCY

INCREASE ALTERNATIVES TO SOVs

KEY STRATEGIES

PRIORITIZE MOBILITY FOR PEOPLE & FREIGHT

ENHANCE ACCESS TO OPPORTUNITY

KEY STRATEGIES > ENHANCE ACCESS TO OPPORTUNITY

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

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

REGIONAL MOBILITY AND ACCESSIBILITY IN NORTHEAST FLORIDA

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



GOALS

MOBILITY



CHOICES



ECONOMY



COMMUNITY



KEY STRATEGIES > INTEGRATE LAND USE & TRANSPORTATION

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

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



KEY STRATEGIES

>>> INTEGRATE LAND USE & TRANSPORTATION

>>> PROTECT & ENHANCE WATER, AIR, LANDS, & HABITATS

OBJECTIVES

SUPPORT JOB CREATION AND ECONOMIC DEVELOPMENT

REDUCE IMPACT ON WATER, LANDS, & HABITATS

DECREASE AIR POLLUTANTS & GHG EMISSIONS

INCREASE ENERGY EFFICIENCY

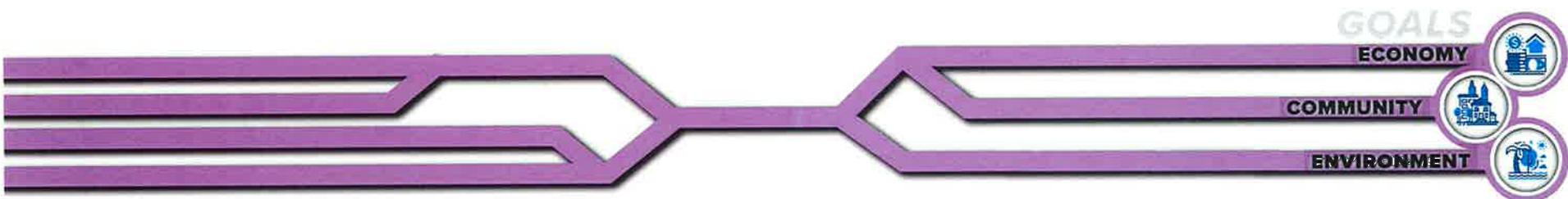
KEY STRATEGIES > PROTECT WATER, AIR, LANDS, & HABITATS

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

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

TAMIAMI TRAIL NEXT STEPS

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



FRAMEWORK > TODAY'S STRATEGIES / TOMORROW'S VISION

KEY STRATEGIES

COMMIT TO VISION ZERO

IDENTIFY & MITIGATE RISKS

TRANSFORM MAJOR CORRIDORS & HUBS

COMPLETE TRANSPORTATION NETWORKS

EXPAND TRANSPORTATION INFRASTRUCTURE

PRIORITIZE MOBILITY FOR PEOPLE & FREIGHT

ENHANCE ACCESS TO OPPORTUNITY

INTEGRATE LAND USE & TRANSPORTATION

PROTECT & ENHANCE WATER, AIR, LANDS, & HABITATS

OBJECTIVES

ELIMINATE FATALITIES & SERIOUS INJURIES

REDUCE CRASHES & OTHER INCIDENTS

MITIGATE HEALTH, SAFETY, & SECURITY RISKS

IMPROVE EMERGENCY RESPONSE & RECOVERY TIMES

INCREASE ACCESS TO JOBS & SERVICES

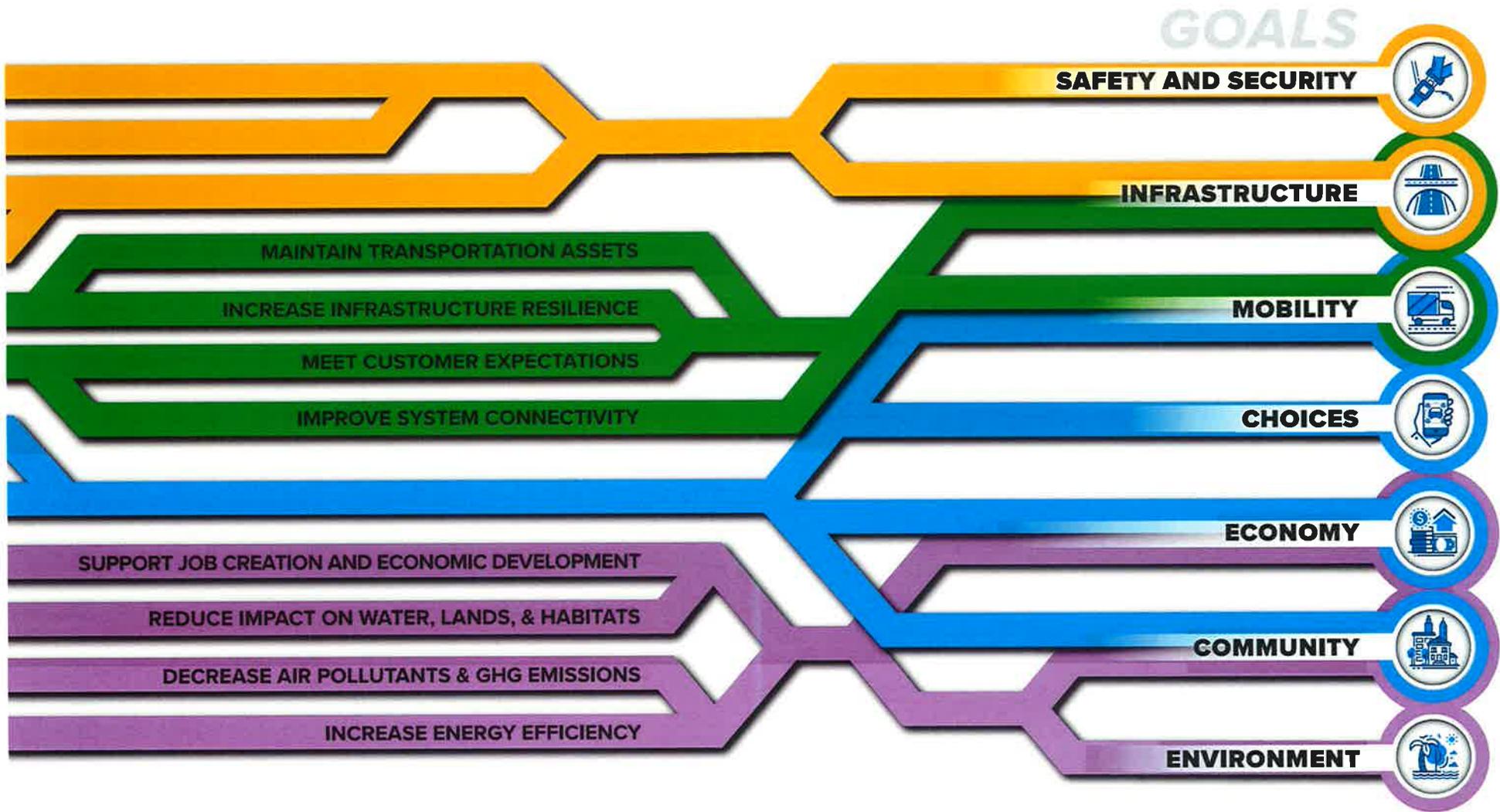
INCREASE RELIABILITY & EFFICIENCY

INCREASE ALTERNATIVES TO SOVs

STRATEGICALLY ALIGN INVESTMENTS WITH GOALS

PROVIDE SUSTAINABLE AND RELIABLE TRANSPORTATION FUNDING SOURCES

FRAMEWORK > TODAY'S STRATEGIES / TOMORROW'S VISION



DEVELOP AND RETAIN SKILLED TRANSPORTATION WORKFORCE

MOVING FORWARD **TRANSITION TO IMPLEMENTATION**

ROLES AND RESPONSIBILITIES

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

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



State

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



Regional

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



Local

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

MOVING FORWARD TRANSITION TO IMPLEMENTATION

PRINCIPLES

FTP implementation is anticipated to emphasize several key principles:

BETTER SERVE OUR CUSTOMERS.

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

COLLABORATE ACROSS SECTORS, JURISDICTIONS, AND MODES.

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

EMBRACE INNOVATION IN EVERY ASPECT OF TRANSPORTATION.

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

FOCUS ON IMPROVING PERFORMANCE.

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

MANAGE TRANSPORTATION DATA.

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

BUILD FUTURE WORKFORCE CAPACITY.

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

RETHINK PLANNING AND DECISION-MAKING PROCESSES.

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

PROVIDE MORE FLEXIBILITY FOR REGIONAL AND LOCAL IMPLEMENTATION.

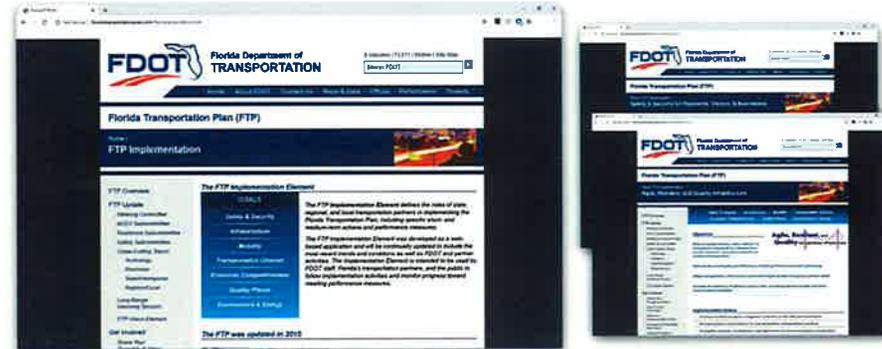
FTP implementation must consider the diverse needs of all Florida communities. Implementation of statewide programs like the SIS increasingly must consider regional and community visions and preferences, with more flexibility in decision making to address the needs of urban areas, suburban areas, rural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

MOVING FORWARD > CALL TO ACTION

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

ESTABLISH SHORT-TERM ACTIONS

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

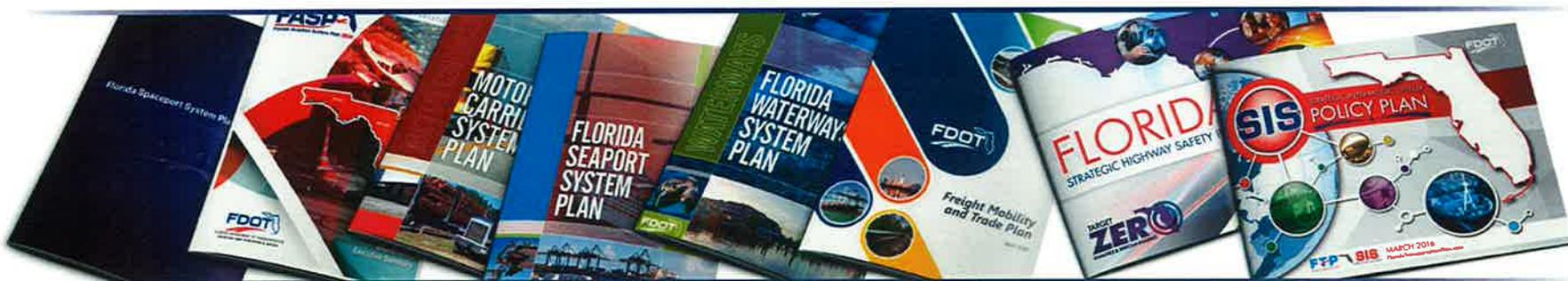


ALIGN STATEWIDE, REGIONAL, AND LOCAL PLANS WITH THE FTP

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

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

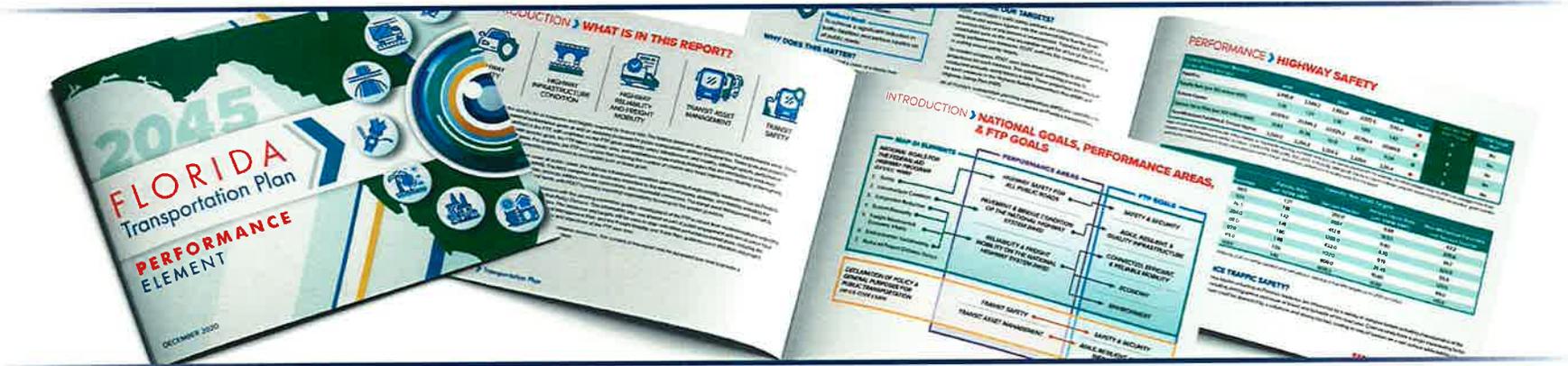
MPOs, RPCs, local governments, and modal partners will consider the FTP goals and objectives when updating regional and local plans, such as long-range transportation plans, strategic regional policy plans, transportation elements of local government comprehensive plans, master plans, and similar documents.



MOVING FORWARD > CALL TO ACTION

DOCUMENT AND REPORT ON PROGRESS

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



CONTINUE COLLABORATION

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



FLORIDA TRANSPORTATION PLAN STEERING COMMITTEE

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



Stacy Miller – Chair
Florida Department of Transportation



Pat Steed – Vice Chair
Florida Regional Councils Association

Paul Owens
1000 Friends of Florida



The Honorable Doug Smith
Florida Association of Counties



Beth Medina
Enterprise Florida, Inc.
Florida Defense Alliance



Jennifer Ray
Florida Department of Health



Laura Cantwell
AARP Florida



Chris Emmanuel
Florida Chamber of Commerce



Ryan Fierst
Florida Department of Economic Opportunity

James Stansbury
Florida Department of Economic Opportunity



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



Andra Cornelius
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David Darm
Florida Commission for the Transportation Disadvantaged



Lucienne Pears
Florida Economic Development Council



Jamie Christian
Federal Highway Administration



Chris Stahl
Florida Department of Environmental Protection



The Honorable Matthew Surrency
Florida League of Cities



Michael Stewart
Florida Airports Council



Eric Frey
Florida Council of 100



FLORIDA TRANSPORTATION PLAN STEERING COMMITTEE

Doug Wheeler
Florida Ports Council
FLORIDA PORTS COUNCIL



Karen Deigl
Florida Public Transportation Association
FPTA
Florida Public Transportation Association



Craig Camuso
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Florida Transportation Commission

David Genson
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 **FLORIDA TRANSPORTATION COMMISSION**

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FLORIDA TRUCKING ASSOCIATION



Sally Patrenos
Floridians for Better Transportation
FLORIDIANS FOR BETTER TRANSPORTATION



The Honorable Bryan Caletka
MPOAC

Greg Slay
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Ken Bryan
Rails-to-Trails Conservancy
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Chris Doolin
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The Honorable Sean Parks
TEAM Florida


Janet Bowman
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The Nature Conservancy



John Renne
ULI Florida
 **Urban Land Institute**

Katie Juckett
Visit Florida
VISITFLORIDA.



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.

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

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

Origin – The point in a trip where travel begins.

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

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

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

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

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

Resilience – The ability 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.

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

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

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

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

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.

All exhibits include the most recent available data. A full list of sources can be found at floridatransportationplan.com/policysources.pdf

FLORIDA

Transportation Plan



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2045

FLORIDA

Transportation Plan

PERFORMANCE ELEMENT

DECEMBER 2020

FOUR ELEMENTS OF THE FLORIDA TRANSPORTATION PLAN



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



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



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



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

INTRODUCTION > FTP PERFORMANCE 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, identifies strategies and performance measures to help Florida’s transportation partners achieve those goals, and provides the policy framework for the expenditure of the state and federal funds that flow through the Work Program of 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 managing Florida’s transportation system.

The FTP comprises four elements:

- The **Vision Element** defines Florida’s long-term transportation vision and goals for the next 25 years.
- 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 **Implementation Element** details how we will work toward implementation during the next five years. It details specific short-term actions, roles, and timelines. It also outlines how we will track progress toward accomplishing our vision and goals.
- This document, the **Performance Element**, reports how our system performs on key measures of safety, asset condition, and mobility.



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INTRODUCTION > WHAT IS PERFORMANCE MANAGEMENT?

FDOT and many other transportation partners have a long history of measuring the performance of the transportation system and adapting policies, plans, and programs to help accomplish performance goals. Performance management ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

Performance measures provide useful feedback and are integrated into FDOT's and its partners' business practices on three levels:

- **At the strategic level**, performance measures help to establish and inform goals, objectives, and strategies in the FTP. They also help align the FTP with other performance-based plans including the Strategic Highway Safety Plan, the Transportation Asset Management Plan, and the Freight Mobility and Trade Plan. Performance measures also communicate progress toward achieving goals to agency leadership, elected officials, partners, and the public.
- **At the decision-making level**, performance measures are used to inform and assess the financial policies for allocating funds among programs such as safety, highway preservation, operations and maintenance, system expansion, and public transportation.
- **At the project delivery level**, performance measures help to monitor the efficiency and effectiveness of projects and services in the Five Year Work Program, and in the capital plans of other agencies and partners. The measures also help identify organizational and operational improvements.



INTRODUCTION > WHAT ARE THE FEDERAL REQUIREMENTS?

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires state departments of transportation (DOT) and metropolitan planning organizations (MPO) to conduct performance-based planning by tracking performance measures related to seven national goals and establishing data-driven targets to improve those measures. The Fixing America's Surface Transportation (FAST) Act supplements MAP-21 by establishing timelines for state DOTs, MPOs, and public transportation providers to comply with these requirements.

Fixing America's Surface Transportation Act

MAP-21

MOVING AHEAD FOR PROGRESS
IN THE 21ST CENTURY



FDOT and Florida's MPOs must coordinate when selecting targets for highway safety, highway infrastructure condition, and highway reliability and freight mobility. Public transportation providers must coordinate with states and MPOs in the selection of transit asset management and transit safety targets. FDOT and Florida's Metropolitan Planning Organization Advisory Council (MPOAC) have collaborated to describe the processes through which FDOT, the MPOs, and public transportation providers will cooperatively develop and share information related to transportation performance management and target setting. This collaboration builds on longstanding partnerships to develop and implement the FTP.

Federal rules also require the statewide long-range transportation plan to describe the performance measures and targets used to assess the performance of the transportation system. The plan must include a system performance report evaluating the condition and performance of the transportation system with respect to these targets. This document is intended to meet the federal requirements for a system performance report.



INTRODUCTION > WHAT IS IN THIS REPORT?



HIGHWAY
SAFETY



HIGHWAY
INFRASTRUCTURE
CONDITION



HIGHWAY
RELIABILITY
AND FREIGHT
MOBILITY



TRANSIT ASSET
MANAGEMENT



TRANSIT
SAFETY

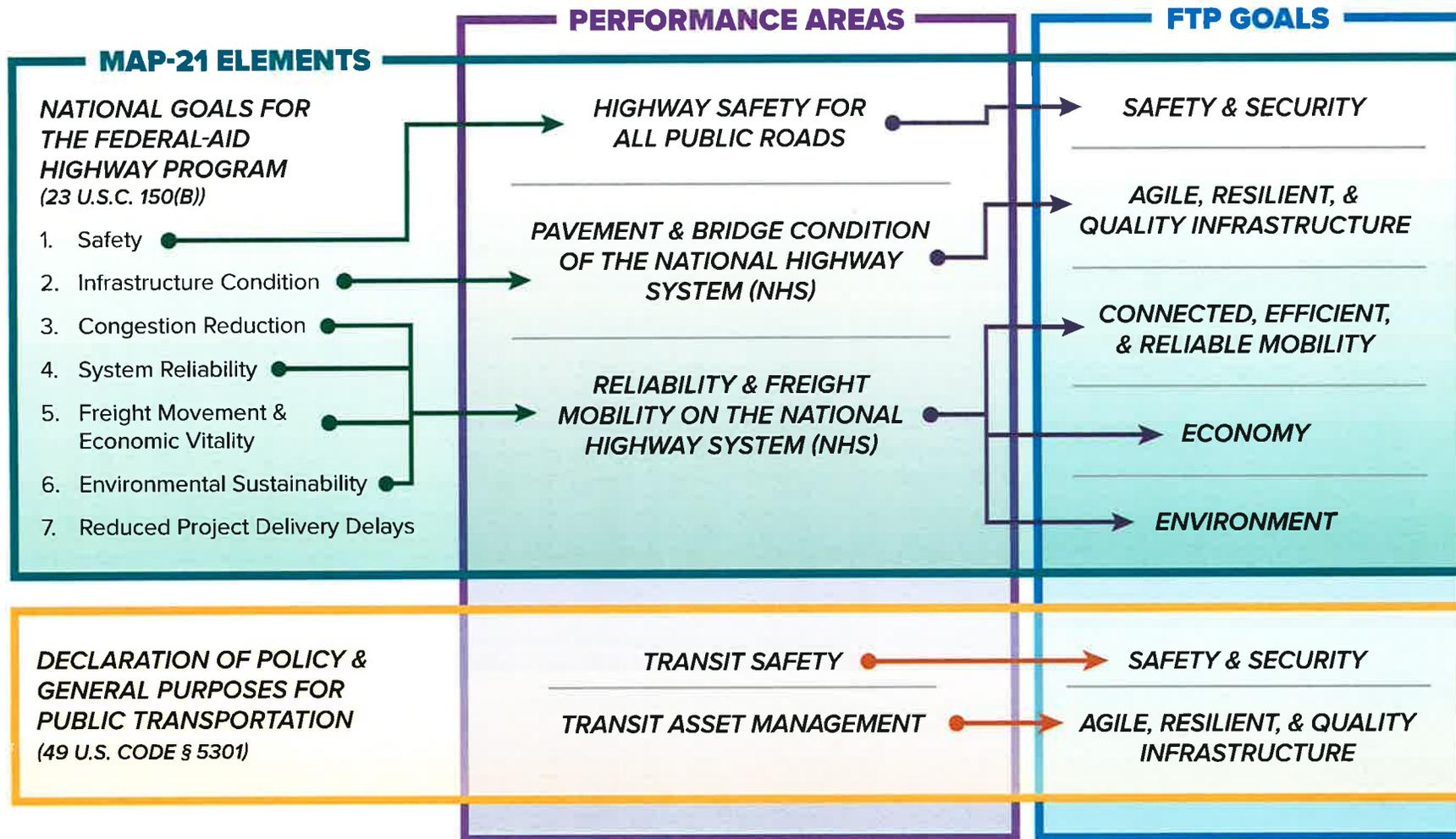
This report focuses on the specific list of measures and targets required by federal rule. The federal measures are organized into five performance areas. These areas link back to seven national performance goals as well as statutory purposes for public transportation defined in federal law. These goals and purposes align with the seven goals defined in the FTP, with emphasis on the FTP goals related to safety, infrastructure, and mobility. Although specific performance measures can be associated with specific goals, the FTP takes a holistic view, and emphasizes cross-cutting strategies that are anticipated to work most effectively across the full set of goals. For example, the FTP recognizes that reducing the number of crashes also helps improve the reliability of the highway system and prioritizes proven and promising approaches to accomplish both of those goals.

Although the highway safety measures cover all public roads, the highway infrastructure condition and reliability/freight mobility measures focus on Florida's portion of the National Highway System (NHS). The NHS comprises the roadways important to the nation's economy, defense, and mobility, including the Interstate Highway System, principal arterials, strategic military network connections, and intermodal connectors. The transit asset management and safety measures apply to providers receiving federal funds, with FDOT's primary reporting responsibility focusing on the smaller providers.

The information presented in this report was discussed with the steering committee guiding development of the FTP to inform their recommendations regarding long-term goals, objectives, and strategies for the final Policy Element. This information also was shared as part of public engagement activities to solicit input and feedback on draft goals, objectives, and strategies. The measures and targets will be used to align with other performance-based plans, including the Strategic Highway Safety Plan, the Transportation Asset Management Plan, and the Freight Mobility and Trade Plan; guide resource allocation and project selection decisions; and track progress toward the goals and objectives of the FTP over time.

This document focuses only on the federally required performance measures. The content of this report may be expanded over time to provide a comprehensive view of Florida's multimodal transportation system.

INTRODUCTION > NATIONAL GOALS, PERFORMANCE AREAS, & FTP GOALS



PERFORMANCE > HIGHWAY SAFETY

WHAT ARE OUR GOALS?



FTP Goal:

Safety and security for residents, visitors, and businesses.

National Goal:

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

WHY DOES THIS MATTER?

FDOT and its partners have established a vision of a fatality-free transportation system. FDOT's highest commitment to its customers is to build, maintain, operate, and manage a transportation system that significantly reduces the risk of a crash, fatality, or serious injury. More than 3,000 people die on Florida's roadways each year. Many of these fatalities involve roadway conditions such as lane departures or intersections or are a result of human behavior, such as impaired, distracted, or aggressive driving or failure to use safety equipment. Florida also ranks higher than its peers for deaths of vulnerable road users including pedestrians and bicyclists. These trends point to the need for a collaborative approach to improving traffic safety that is informed by data and focused on achieving measurable targets.

WHAT ARE WE MEASURING?

Florida monitors the **total number of fatalities** and **serious injuries**,¹ the **rate of fatalities** and **serious injuries** per 100 million vehicle miles traveled (VMT), and the total number and rate of **fatalities and serious injuries involving non-motorized transportation users**. As required by the federal government, each of these is reported as a five-year rolling average to help monitor trends over time. Florida collects crash data to identify the types, severity, location, and other characteristics of crashes on all public roadways. Crash data, along with driver, citation, vehicle, emergency services, and roadway data, are used to identify specific actions to improve safety.

¹ Serious injuries are defined as incapacitating or disabling injuries, such as broken bones or severed limbs, usually requiring hospitalization and transportation to a medical facility.

WHAT ARE OUR TARGETS?

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries with the understanding that the death or serious injury of any person is unacceptable. Therefore, FDOT has established zero as the only acceptable target for all five of the federal safety performance measures. FDOT reaffirms this commitment each year in setting annual safety targets.

To monitor progress, FDOT uses data-driven forecasting to provide projections for each measure. This statistical modeling process is conducted annually using historical data. These projections are reported for each measure in the Highway Safety Improvement Plan (HSIP) and Highway Safety Plan (HSP).

All of Florida's metropolitan planning organizations (MPO) are committed to the vision of zero fatalities and serious injuries on Florida's transportation system. While most MPOs have adopted the state's safety targets of zero, eight MPOs have established different targets committing to gradual progress toward zero.

ARE WE MAKING PROGRESS?

In 2019, there were 3,186 fatalities on Florida's roadway system and another 18,064 serious injuries. A total of 902 of those fatalities and 2,327 of those serious injuries involved non-motorists.

In 2019, Florida did not achieve the target of zero fatalities or serious injuries based on five-year rolling averages. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries has begun to decline on a five-year rolling average basis, while the serious injury rate has declined steadily over this timeframe. Based on these trends, we are making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

PERFORMANCE HIGHWAY SAFETY

Federal Performance Measure (5-Year Rolling Average)	2015	2016	2017	2018	2019	Trend	Calendar Year 2021 Target	2019 Target Met?
Fatalities	2,495.8	2,688.2	2,825.4	2,972.0	3,110.4	●	0	No
Fatality Rate (per 100 million VMT)	1.28	1.33	1.36	1.39	1.42	●	0	No
Serious Injuries	20,518.0	20,844.2	20,929.2	20,738.4	20,169.8	●	0	No
Serious Injury Rate (per 100 million VMT)	10.43	10.36	10.13	9.77	9.29	●	0	No
Non-Motorized Fatalities & Serious Injuries	3,200.0	3,294.4	3,304.2	3,339.6	3,311.4	●	0	No

Note: All data on this table are five-year rolling average, as required for reporting and target setting by the federal government. For example, the 3110.4 fatalities show for 2019 is an average of the actual fatalities reported for the five-year period, as follows: 2,939 (2015), 3,166 (2016), 3,120 (2017), 3,134 (2018), 3,186 (2019). The trend column indicates progress toward target from the baseline: green indicates performance is moving toward the target; yellow indicates limited change; red indicates performance is moving away from the target.

MPO Establishing Own Safety Target	Calendar Year 2020 Targets				
	Fatalities	Fatality Rate (per 100M VMT)	Serious Injuries	Serious Injury Rate (per 100M VMT)	Non-Motorized Fatalities and Serious Injuries
Capital Region TPA	58.0	1.27	256.0	5.68	42.2
Forward Pinellas	97.4	1.18	895.1	10.53	206.6
Hernando/Citrus MPO	46.3	1.32	413.6	11.82	36.7
Hillsborough MPO	204.0	1.41	1255.0	8.70	222.0
Ocala/Marion County TPO	88.0	1.86	433.0	9.19	55.0
Pasco County MPO	87.0	1.86	1127.0	24.45	120.0
River to Sea TPO	118.0	1.55	808.0	10.60	96.0
Sarasota/Manatee MPO	109.0	1.46	1438.0	19.59	170.0

Note: Targets were approved by each MPO in late 2019/early 2020 and will be updated on an annual basis. Hernando/Citrus MPO targets are for 2020 and 2022.

WHAT FACTORS INFLUENCE TRAFFIC SAFETY?

The number of crashes, fatalities, and serious injuries occurring on Florida's roadways are influenced by a variety of complex factors including characteristics of the roadway; characteristics of the road user, including demographics and mode of travel; and behavior of the road user. Crashes rarely have a single contributing factor. For example, an inexperienced teenage driver could be distracted by a cellphone and driving too fast, leading to loss of traction on a wet surface while taking a turn and causing a crash.

PERFORMANCE > HIGHWAY SAFETY

Florida's Strategic Highway Safety Plan (SHSP) identifies 13 emphasis areas to focus limited resources on the most prominent traffic safety challenges:

ROADWAYS



LANE DEPARTURES



INTERSECTIONS

ROAD USERS



PEDESTRIANS AND BICYCLISTS



AGING ROAD USERS



MOTORCYCLISTS AND MOTOR SCOOTER RIDERS



COMMERCIAL MOTOR VEHICLE OPERATORS



TEEN DRIVERS

USER BEHAVIOR



IMPAIRED DRIVING



OCCUPANT PROTECTION



SPEEDING AND AGGRESSIVE DRIVING



DISTRACTED DRIVING

TRAFFIC RECORDS AND INFORMATION SYSTEMS

EVOLVING EMPHASIS AREAS

WORK ZONES

DROWSY OR ILL DRIVING

RAIL CROSSINGS

ROADWAY TRANSIT

MICROMOBILITY

CONNECTED AND AUTOMATED VEHICLES



The number of fatalities and fatality rates may also be impacted by factors such as Florida's growing population and economy, increasing number of visitors, rising VMT, declining transit ridership, compatibility with surrounding land uses, and technology.

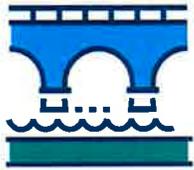
HOW DOES THE FTP ADDRESS THESE TARGETS?

The FTP establishes the vision of zero transportation-related fatalities. This vision is reaffirmed in the state's SHSP and reflected in the target of zero for all five measures. The first goal of the FTP – safety and security for residents, visitors, and businesses – demonstrates the state's commitment to improving transportation safety.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: intelligence, innovation, insight into communities, and investments and policies.

PERFORMANCE > HIGHWAY INFRASTRUCTURE CONDITION

WHAT ARE OUR GOALS?



FTP Goal:
Agile, resilient, and quality transportation infrastructure.

National Goal:
To maintain the highway infrastructure asset system in a state of good repair.

WHY DOES THIS MATTER?

Maintaining the transportation system in good condition is one of Florida's basic commitments to its residents, visitors, and businesses. The physical condition of Florida's transportation system is important to meet customer expectations for safe and reliable travel and to support the state's quality of life and economic competitiveness.

WHAT ARE WE MEASURING?

Florida will continue to strive for a transportation system that is in good condition across every mode and every level of geography. These specific measures focus on the condition of roadway assets.

Bridge condition measures the physical characteristics of the bridge and its components. **Pavement condition** refers to the physical characteristics of roadway pavement, such as the degree of smoothness and evidence of cracking, rutting, or misalignment. A bridge or pavement in good condition has limited maintenance needs. A bridge or pavement in poor condition may be nearing a point where replacement or reconstruction is needed. This designation does not mean that a bridge or pavement is unsafe; rather, it needs frequent inspection and will become a priority for investment.

Florida law requires FDOT to ensure that 80 percent of the State Highway System pavement and 90 percent of FDOT-maintained bridges meet statewide standards. The federal transportation performance measures focus on the National Highway System (NHS), which comprises a subset of the State Highway System but also includes a small number of locally owned roads and bridges.

	FLORIDA'S STATEWIDE SYSTEM	NATIONAL HIGHWAY SYSTEM
BRIDGES 	12,529 BRIDGES 7,044 maintained by FDOT	5,584 BRIDGES 5,430 owned by the state 151 owned by local governments
PAVEMENT 	275,922 LANE MILES of all public roads 44,976 owned by the state	37,309 LANE MILES 8,630 on the Interstate 28,679 non-Interstate (26,207 state owned, 2,472 locally owned)

Source: FDOT Bridge Inventory Report, FHWA, National Bridge Inventory; FHWA, Highway Statistics; 2019 data.

Each bridge is inspected on a regular basis to evaluate components such as the deck, superstructure, substructure, and culverts. Individual components are rated on a numerical scale, and the bridge as a whole is classified as in good, fair, or poor condition based on the lowest rating for a single component. Performance is measured as the percentage of NHS bridges classified as in good or poor condition, based on deck area.

Pavement sections are assessed in a similar manner to evaluate the degree of roughness, cracking, rutting (longitudinal surface depressions), and faulting (vertical misalignment of two adjoining concrete slabs). The specific metrics and thresholds vary based on whether the pavement is asphalt, jointed concrete, or continually reinforced concrete. A section must be in good condition on all relevant metrics to be labeled good overall. Performance is measured as the percentage of NHS pavement classified as in good or poor condition, based on lane miles. This measure is reported for both the Interstate Highway System and the non-Interstate portion of the NHS.

PERFORMANCE HIGHWAY INFRASTRUCTURE CONDITION

WHAT ARE OUR TARGETS?

FHWA requires states to set two-year and four-year performance targets for the percentage of bridges and pavement in good and poor condition. FDOT established statewide targets. All 27 MPOs supported the statewide targets including the intent to plan and program projects that are anticipated to make progress toward achieving the statewide targets.

Highway Infrastructure Performance Trends

Federal Performance Measure	2017 Baseline	2018	2019	Trend	2019 Target	2021 Target	2019 Target Met?
NHS bridges in good condition	67.7%	66.2%	65.6%	●	≥ 50%	≥ 50%	✓
NHS bridges in poor condition	1.2%	1.2%	0.5%	●	≤ 10%	≤ 10%	✓
Interstate pavements in good condition	66.1%	54.2%	68.0%	●	NA	≥ 60%	NA
Interstate pavements in poor condition	0.0%	0.6%	0.5%	●	NA	≤ 5%	NA
Non-Interstate NHS pavements in good condition	44.0%	39.9%	41.0%	●	≥ 40%	≥ 40%	✓
Non-Interstate NHS pavements in poor condition	0.4%	0.4%	0.3%	●	≤ 5%	≤ 5%	✓

Note: Per the federal rule, state DOTs are to maintain NHS bridges so that the percentage of the deck area of bridges classified as structurally deficient (poor) does not exceed 10 percent. The percentage of lane miles of Interstate pavement in poor condition must not exceed five percent. Pavement condition values were assessed using pavement roughness, cracking percent, rutting, and faulting. States were not required to set two-year targets for Interstate pavement condition. The trend column indicates progress toward target from the baseline: green indicates performance is moving toward the target; yellow indicates limited change; red indicates performance is moving away from the target. Targets listed are two- and four-year (2019 and 2021) for bridges and noninterstate pavement, and four-year for Interstate pavement. For the purposes of this document, we have included <= or >= to help the reader understand whether the performance is below or above target.

ARE WE MAKING PROGRESS?

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets.

Baseline bridge data for 2017 and reported data for 2018 and 2019 show that bridge condition continues to exceed established targets. An evaluation of historical bridge data over the last few years show the condition of bridges on the NHS is slowly moving from good condition to fair condition, which is to be expected as FDOT's bridge inventory is slowly growing older.

Pavement condition data reported in 2018 and 2019 show conditions that exceed applicable two-year targets. FHWA will provide a determination of progress toward the two-year bridge and pavement targets in early 2021.

WHAT FACTORS INFLUENCE PERFORMANCE?

Several trends influence the condition of Florida's bridges and pavement. Some of the most significant include:

- Available funding for maintenance, repair, and replacement/reconstruction of bridges and pavement.
- Traffic levels, particularly the number of trucks and other commercial vehicles using bridges and driving on pavement sections.
- Compliance with size and weight limits posted for bridges and pavement.
- Exposure to hurricanes, storm surge, sea level rise, and other weather and climate impacts.

PERFORMANCE > HIGHWAY INFRASTRUCTURE CONDITION

HOW DOES THE FTP ADDRESS THESE TARGETS?

Florida has a long-established and highly effective approach to preservation and maintenance of its bridge and pavement assets. The current practices for asset management are rooted in statutory requirements and implemented by FDOT's strong commitment to maintain the existing infrastructure before implementing capacity projects.

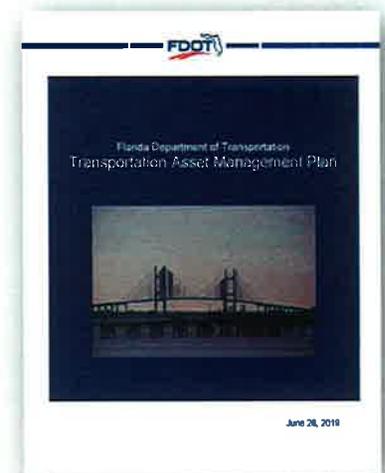
The FTP reinforces this legislative commitment by identifying "agile, quality, and resilient infrastructure" as a long-range goal for all of Florida's transportation system. The current FTP identifies strategies to support this goal, with greater emphasis on identifying and mitigating risks related to extreme weather, climate, and other trends.

Florida's **Transportation Asset Management Plan (TAMP)** describes FDOT's objectives, measures, and processes for improving or preserving the condition and performance of NHS bridge and pavement assets. The TAMP is consistent with the FTP and identifies actions needed to meet the two- and four-year targets. Example strategies documented in the TAMP include:

- **Program the replacement or repair** of all structurally deficient FDOT-maintained bridges and those bridges posted for weight restriction within six years of deficiency identification and program the replacement of all other FDOT-maintained bridges designated for economy replacement within nine years of identification.
- **Balance the programming** of resurfacing projects in relation to needs and optimize the timing of projects through the pavement management system.



In addition, as required by 23 CFR Part 667, FDOT has conducted two statewide evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events. The first evaluation, completed in 2018, focused on NHS roads and bridges. The second evaluation, completed in 2020, included non-NHS roads and bridges that had previously undergone emergency repairs using federal funds. These reports identified a small number of facilities in Escambia, Franklin, Leon, Monroe, and Pinellas counties where emergency repairs had occurred on more than one occasion following an emergency event between 1997 and 2019. Per federal rule, FDOT will determine if there are reasonable alternatives prior to including projects on these facilities in future updates to the Work Program. FDOT will coordinate with MPOs on project priorities identified by the MPOs on these facilities for potential inclusion in the Work Program, and also consider this information in updates to the TAMP. FDOT will update the evaluation following every emergency event, as well as on a regular four-year cycle.



PERFORMANCE > HIGHWAY RELIABILITY & FREIGHT MOBILITY

WHAT ARE OUR GOALS?



FTP Goals:

Connected, efficient, and reliable mobility for people and freight.
Strengthen Florida's economy.

National Goals:

To achieve a significant reduction in congestion on the National Highway System.

To improve the efficiency of the surface transportation system.

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

WHY DOES THIS MATTER?

Travel delay and unpredictable travel times impacts Florida's economic competitiveness and quality of life. Customers have increasing expectations for reliable travel for both people and freight. Florida seeks to reduce delays related to bottlenecks, gaps, and crashes and other incidents, as well as to increase the reliability of Florida's transportation system.

WHAT ARE WE MEASURING?

Florida collects travel time data for autos, buses, and trucks on major roadways. These specific performance measures focus on the reliability of travel for people riding in these vehicles and for truck freight on the Interstate and non-Interstate NHS. The measures are:

- > Percent of person-miles traveled on the **Interstate highway system** that are reliable.
- > Percent of person-miles traveled on the **non-Interstate NHS** that are reliable.
- > **Truck travel time reliability index** (TTTR).

Reliability is a measure of how travel times on a route differ from day to day. Higher reliability means trips usually will take about the same amount of time on any given day; lower reliability means the amount of time required to complete a trip will vary widely, based on factors such as bottlenecks, crashes and other incidents, and weather.

The first two measures are expressed in person-miles, which considers the number of people traveling in autos, trucks, and buses on these roads. A higher percentage for these measures means better performance.

The final measure, truck travel time reliability, is expressed as an index that compares actual truck travel times on the Interstate system in Florida with normal truck travel times. A higher index means lower reliability.



PERFORMANCE > HIGHWAY RELIABILITY & FREIGHT MOBILITY

WHAT ARE OUR TARGETS?

FHWA requires states to set two-year and four-year performance targets for the reliability and freight mobility measures. FDOT established statewide targets. All 27 MPOs are supporting the statewide targets including the intent to plan and program projects that are anticipated to make progress toward achieving the statewide targets.

Reliability Performance Trends

FHWA Performance Measure	2017 Baseline	2018	2019	Trend	2019 Target	2021 Target	2019 Target Met?
% of person-miles on the Interstate highway system that are reliable	82.2%	83.5%	83.4%	●	≥75.0%	≥70.0%	✓
% of person-miles on the non-Interstate system that are reliable	84.0%	86.3%	87.0%	●	NA	≥50.0%	NA
Truck travel time reliability index on the Interstate highway system	1.43	1.42	1.45	●	≤1.75	≤2.00	✓

Note: The trend column indicates progress toward target from the baseline: green indicates performance is moving toward the target; yellow indicates limited change; red indicates performance is moving away from the target. For the purposes of this document, we have included <= or >= to help the reader understand whether the performance is below or above target.

ARE WE MAKING PROGRESS?

FDOT collects and reports travel time data to FHWA each year to track performance and progress toward the reliability targets. The percentage of person-miles that are reliable improved since 2017 on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. The data all indicate performance exceeding applicable two-year targets. FHWA will provide a determination of progress toward the two-year targets in early 2021.

WHAT FACTORS INFLUENCE PERFORMANCE?

A variety of factors influence travel time reliability on Florida's Interstate and non-Interstate system, including:

- > Underlying growth in Florida's population, visitors, and economy.
- > Growth in vehicle-miles traveled for people and freight.
- > Changes in fuel prices and other costs of highway travel.
- > Changes in the use of other modes of transportation to move people and freight.

National studies suggest that about one-half of all highway congestion is related to nonrecurring sources, including crashes and other incidents, construction activity, weather, and special events. The remainder is the result of bottlenecks, system deficiencies, and other recurring sources.

PERFORMANCE > HIGHWAY RELIABILITY & FREIGHT MOBILITY

HOW DOES THE FTP ADDRESS THESE TARGETS?

The FTP identifies multiple strategies that support the mobility goals:

- Transform Florida's major transportation corridors and hubs.
- Strategically complete transportation systems and networks.
- Expand transportation infrastructure.
- Prioritize mobility for people and freight.
- Further access to opportunity for those who need it most.

FDOT also manages multiple related initiatives focused on improving the efficiency and reliability of the transportation system.

- **FDOT's Freight Mobility and Trade Plan (FMTP)** identifies freight specific goals, objectives, and strategies that align with and build upon the FTP. The FMTP identifies truck bottlenecks and other freight investment needs, and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision.

- **Florida's Strategic Intermodal System (SIS)** is a statewide high-priority network of transportation hubs, corridors, and intermodal connectors focused on interregional, interstate, and international travel. The SIS Policy Plan is updated following completion of the FTP to establish the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The project selection process is performance-based using multiple evaluation criteria.
- FDOT also maintains a statewide **Transportation Systems Management and Operations (TSMO)** program to guide operational strategies to improve system efficiency and reliability. This includes a TSMO Strategic Plan and strategic, business, or action plans for traffic incident management, statewide arterial management, and connected and automated vehicles.



PERFORMANCE > TRANSIT ASSET MANAGEMENT

WHAT ARE OUR GOALS?



FTP Goal:

Agile, resilient, and quality transportation infrastructure.

National Goal:

To establish standards for the state of good repair of public transportation infrastructure and vehicles.

WHY DOES THIS MATTER?

Maintaining the transportation system in good condition is one of Florida's basic commitments to its residents, visitors, and businesses. Florida will continue to strive for a transportation system that is in good condition across every mode and every level of geography.

A total of 30 urban and 18 rural public transportation systems operate in Florida, and a variety of smaller operators support these systems in various capacities. Maintaining transit assets in good condition is vitally important to support this goal.

WHAT ARE WE MEASURING?

The transit asset performance measures assess how well transit providers are maintaining assets, including vehicles, equipment, and facilities.

Transit asset performance measures are:

- > For transit vehicles and equipment, the percentage that have met or exceeded their **useful life benchmark** (ULB). ULB is the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider. ULB considers a provider's unique operating environment such as geography and service frequency.

- > For facilities, the percentage with a **condition rating** of marginal or poor according to Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) rating scale, which is used to assess physical condition of transit facilities.

Each performance measure represents the percentage of assets in that class that are not in a state of good repair. Therefore, a lower value represents better condition.

FTA's Transit Asset Management (TAM) rule establishes two tiers of providers:

- > A **Tier I** provider operates rail, operates more than 100 vehicles in all fixed route modes, or operates more than 100 vehicles in one non-fixed route mode. A Tier I provider must develop its own TAM plan.
- > A **Tier II** provider is a sub-recipient of FTA 5311 funds for rural and intercity bus service, or is an Native American Tribe, or has 100 vehicles or fewer across all fixed route modes, or has 100 vehicles or fewer in one non-fixed route mode. Tier II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor.

A total of 19 transit providers currently participate in the FDOT Group TAM Plan and coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year.



PERFORMANCE > TRANSIT ASSET MANAGEMENT

WHAT ARE OUR TARGETS?

FDOT and the small providers that are subrecipients of Section 5311 Rural Program funding establish performance targets annually and monitor performance over time to maintain the transit assets in the group plan in a state of good repair. The table below documents the asset conditions for FY 2018 and FY 2019 and the FY 2020 performance targets. FY 2020 performance data and FY 2021 targets are being finalized. Each MPO that is served by one or more Tier II providers annually adopts these targets or sets its own targets. MPOs coordinate directly with Tier I providers and those Tier II providers that developed individual plans on targets for their areas.



Florida Group Transit Asset Management Targets for Tier II Providers

Asset Category – Performance Measure	Asset Class	FY 2018 Asset Condition	FY 2019 Asset Conditions	FY 2020 Performance Target
Revenue Vehicles				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	57.9%	27.3%	≤ 27%
	Bus	8.2%	9.1%	≤ 9%
	Cutaway Bus	14.5%	15.6%	≤ 15%
	School Bus	12.5%	25.0%	≤ 25%
	Mini-Van	17.3%	13.8%	≤ 13%
	SUV	0%	10.0%	≤ 10%
	Van	31.4%	30.1%	≤ 30%
Equipment				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	47.4%	20.0%	≤ 20%
	Trucks and other Rubber Tire Vehicles	75.0%	4.0%	≤ 4%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger and Parking Facilities	0%	0%	≤ 0%
	Administration and Maintenance Facilities	0%	0%	≤ 0%

PERFORMANCE > TRANSIT ASSET MANAGEMENT

ARE WE MAKING PROGRESS?

As of FY 2019, a majority of transit assets are within their useful life benchmark. By category, the percent of assets exceeding their useful life benchmark is highest for vans, automobiles, and school buses.

Many small providers have retired older vehicles and acquired new vehicles in recent years, which has led to a reduction in the number of revenue vehicles that exceed their useful life benchmarks in some categories since the previous asset inventory was developed in FY2018.

For equipment, the small providers reduced the number of non-revenue and service vehicles and equipment exceeding their useful life benchmarks by a significant amount.

The small transit providers currently maintain all facilities in satisfactory condition.

WHAT FACTORS INFLUENCE PERFORMANCE?

Several trends influence the condition of transit assets. Some of the most significant include:

- > The age of vehicles, equipment, and buildings and the level of preventative maintenance over time.
- > Transit ridership and service frequency levels.
- > The condition of the roads on which transit buses and other vehicles run.
- > Available spending for maintenance, repair, and replacement/reconstruction of vehicles and facilities.
- > Extreme weather and other potential disruptions to normal operation.

HOW DOES THE FTP ADDRESS THESE TARGETS?

The FTP commits to proactively managing transportation asset for all modes to achieve acceptable conditions. It identifies specific strategies to support this direction, including greater emphasis on identifying and mitigating risks.

The Group TAM Plan includes an investment prioritization strategy to maintain or improve the percentage of assets in adequate or better condition. The group priorities are first to replace cutaway vehicles currently rated as poor or marginal, and then to evaluate van fleets with the goal of having no vans with a poor condition rating. Should enough funding be available, the third priority is to reduce the number of vehicles in all other service categories that have a rating of poor or marginal. FDOT and the transit providers will monitor all assets for unsafe conditions. When an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment prioritization to the extent practicable.



PERFORMANCE > TRANSIT SAFETY

WHAT ARE OUR GOALS?



FTP Goal:

Safety and security for residents, visitors, and businesses.

National Goal:

To establish a comprehensive Public Transportation Safety Program.

WHY DOES THIS MATTER?

Transportation safety is about more than cars. Florida's commitment to its residents, visitors, and businesses includes providing a safe and secure public transportation system. Improving roadway safety benefits all users, including on-the-road buses. However, targeted strategies are needed to address the unique operating characteristics of buses, fixed-route transit, and commuter rail systems, as well as safety needs at and near transit terminals and stops. Given the complexities of operating public transit systems, providers are subject to a host of training, planning, and operating procedures that aim to improve safety. Tracking public transit fatalities, injuries, and incidents is an important step that helps decision makers ensure that safety improvements are ongoing and continuous.

WHAT ARE WE MEASURING?

The transit safety performance measures assess the safety and reliability of the state's public transit providers and their fleets. The four measures are:

- > The total number of reportable **fatalities** on the transit system, and the fatality rate calculated per total vehicle revenue miles by mode.

- > The total number of reportable **serious injuries** on the transit system, and the fatality rate calculated per total vehicle revenue miles by mode.
- > The total number of reportable **safety events**, and the rate per total vehicle revenue miles by mode.²
- > **System reliability** measured as the mean distance between major mechanical failures by mode.

Each of these measures is calculated annually for specific modes of transit, such as rail transit, bus transit, and Americans with Disabilities Act/paratransit.

These measures apply to all transit providers receiving certain categories of financial assistance through the FTA. They primarily apply to recipients and subrecipients of FTA Section 5307 Urbanized Area Formula Program funds, which cover urbanized areas of more than 50,000 population, or operating a rail transit system subject to FTA's State Safety Oversight Program. FTA is currently deferring applicability to providers receiving solely formula funds under Section 5310 (specialized services for elderly individuals and disabled individuals) and Section 5311 (non-urbanized areas).

These measures are developed as part of a Public Transportation Agency Safety Plan meeting federal guidelines and aligned with the National Public Transportation Safety Plan. Nationally, small providers who do not operate rail and generally operate 100 vehicles or fewer have the option of developing their own plan or having their plan drafted and certified by the state DOT; larger providers must develop their own plan. In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. Each individual provider will establish its own targets. FDOT is providing technical guidance to Florida's transit agencies as they revise their existing SSPPs to be compliant with the new FTA PTASP requirements.³

³ Reportable safety events are safety or security events occurring on transit right of way or infrastructure; at a transit revenue facility, maintenance facility, or rail yard; during a transit related maintenance activity or involving a transit revenue vehicle that meets requirements for reporting to the National Transit Database, such as a fatality, injury requiring immediate medical attention, significant property damage, or evacuation.

⁴ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

PERFORMANCE > TRANSIT SAFETY

WHAT ARE OUR TARGETS?

Florida's transit providers are in the process of developing their targets. The FTA rule requires establishment of targets by July 20, 2020, but FTA has deferred enforcement of this date to July 21, 2021 due to the COVID-19 pandemic. After the transit provider establishes its targets, the applicable MPO(s) will have 180 days to either agree to support the provider's targets or establish its own targets.

ARE WE MAKING PROGRESS?

Progress toward targets will be tracked on an annual basis once the targets are established.

WHAT FACTORS INFLUENCE PERFORMANCE?

Several trends influence public transit safety, including:

- > The level of transit ridership.
- > The age and condition of the transit fleet.
- > Providers' safety training and compliance programs.
- > The safety of the roads on which the transit system operates or crosses.



HOW DOES THE FTP ADDRESS THIS TARGET?

The FTP safety goal applies to all modes. The current FTP identifies the need to increase safety and security for public transportation users. The updated SHSP, for the first time, identified roadway transit as an “evolving emphasis area” that will be monitored during the next five years to determine if additional proactive strategies and investments are needed.

FDOT's Transit Office supports the FTP and ensures compliance with applicable state and federal safety requirements through actions including:

- > **Develop and implement a statewide safety review program** for bus and fixed guideway transit systems.
- > **Develop maintenance inspection and repair procedures** for use by transit systems. Perform on-site inspections of vehicles to ensure compliance with proper maintenance procedures and contractual agreements.
- > **Provide technical assistance** to transit systems on maintenance and safety matters relating to the purchase and operation of vehicles.
- > **Research and identify existing training**, technical assistance, and education programs that may be utilized by FDOT and transit agencies.
- > **Develop and implement research activities** related to transit vehicles, safety programs, and facilities and equipment in support of FDOT and transit agency needs.
- > **Coordinate, develop, and implement federal regulations** regarding drug and alcohol testing requirements for transit agencies.

NEXT STEPS

FDOT will work with statewide, regional, and local partners to develop an FTP Implementation Element defining short-term actions to help accomplish the goals and objectives of the FTP. This Implementation Element will include specific activities to monitor progress toward these goals over time by FDOT, MPOs, transit providers, and other partners. The Implementation Element is intended to be a living document, with actions that could be modified over time based on annual reporting of progress toward performance targets.

FDOT will continue to use the federally required performance targets, as well as those established in state law and policy, to set financial policies and to guide project selection decisions in its annual work program development process. FDOT also will continue to work closely with MPOs to cooperatively develop investment priorities in MPO planning areas consistent with established targets, as well as with the transit providers participating in the group plan.

This Performance Element may be updated periodically to incorporate additional annual performance data or changes to existing targets. It will be updated in a comprehensive manner as part of the next FTP update. Future versions of this report may include additional state-level performance measure that augment the required federal measures.



FOR MORE INFORMATION

Florida Transportation Plan (FTP) Policy Element (2020)

www.FloridaTransportationPlan.com/policyelement2020.pdf

Florida Strategic Highway Safety Plan (SHSP) (2016)

www.fdot.gov/docs/default-source/safety/shsp2012/FDOT_2016SHSP_Final.pdf

Florida Highway Safety Improvement Program (HSIP) (2019)

www.safety.fhwa.dot.gov/hsip/reports/pdf/2019/fl.pdf

Florida Highway Safety Plan (HSP) (FY 2020)

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/3-grants/forms/2020-florida-highway-safety-plan.pdf?sfvrsn=186bfc9_0

Florida Transportation Asset Management Plan (TAMP) (2019)

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/performance/fdot-transportation-asset-management-plan_\(june-28-2019\).pdf?sfvrsn=36c94a6b_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/performance/fdot-transportation-asset-management-plan_(june-28-2019).pdf?sfvrsn=36c94a6b_2)

Title 23 code of Federal Regulations (CFR) Part 667 report

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/performance/part-667-evaluation-report-\(final\).pdf?sfvrsn=3f341f30_4](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/performance/part-667-evaluation-report-(final).pdf?sfvrsn=3f341f30_4)

Florida Freight Mobility and Trade Plan (FMTP) (2020)

www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan

Florida Strategic Intermodal System (SIS) Policy Plan (2016)

www.fdot.gov/docs/default-source/planning/systems/programs/mspi/plans/SIS-PolicyPlan.pdf

Florida Transportation System Management and Operations (TSMO) Strategic Plan (2017)

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/traffic/doc_library/pdf/2017-tsm-and-o-strat-plan-aug-24-2017-final.pdf?sfvrsn=d38c3054_0

Group Transit Asset Management (TAM) Plan (FY 2018/19-2021/22)

<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/transit/documents/fdotgrouptamplanfinal10312018.pdf>

FDOT Sourcebook (2019)

<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/fto/sourcebook/2019sourcebook.pdf>

General performance information

www.fdot.gov/planning/performance/default.shtm



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