



2060 FLORIDA TRANSPORTATION PLAN
**ECONOMIC COMPETITIVENESS
& MOBILITY**

2012 PERFORMANCE REPORT

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This report is part of the Performance-Based Planning and Programming Process used by the Florida Department of Transportation (FDOT). For a description of that process, updates to this report and other transportation performance reporting initiatives of FDOT, go to FDOTPerforms.org.

OUR GOALS

INVEST IN TRANSPORTATION SYSTEMS TO SUPPORT A PROSPEROUS, GLOBALLY COMPETITIVE ECONOMY

IMPROVE MOBILITY AND CONNECTIVITY FOR PEOPLE AND FREIGHT

Economic strength and mobility go hand-in-hand. Our ability to move people and goods efficiently, affordably, and reliably is vital to economic prosperity. As the demand for moving both people and freight increases and changes, Florida will continue to improve the planning and management of our multimodal transportation system. As job creation is of such immediate importance in Florida and elsewhere, it is useful to note that the Federal Highway Administration (FHWA) found that every \$1 billion spent on highway construction creates 9,500 person-year jobs in construction or closely related occupations. Moreover, the “spin-off” or multiplier-effects of these jobs results in an estimated additional 18,500 jobs in supporting industries.

Transportation decisions must reflect the perspectives and dynamic needs of system users. We must determine the best solutions for moving people and freight between major trip origins and destinations. This is a challenge and an opportunity. Mobility solutions often involve multiple state, regional, and local transportation facilities as well as a combination of modes. Just as companies collaborate with partners, stakeholders, and suppliers to advance business strategy, the Florida Department of Transportation (FDOT) must do likewise. Our economy does not stand still. Collaboration will be our way of doing business in support of economic competitiveness.

Transportation decisions must also expand transportation choice and modal options to align with the requirements of our diverse system users. Supporting economic competitiveness is all about ensuring accessibility to—and connectivity among—Florida’s economic, community and recreational assets. Our economic competitiveness goal reflects three trip types—those between regions, states and nations; those between communities within a common region; and those within communities. Employers need to move goods and access people in these same patterns which do not “respect” either geographic boundaries or agency jurisdictions. As we collaborate with stakeholders to support the mobility and access needs essential for economic well-being Florida will enjoy more jobs, better jobs, and stronger communities.



OUR OBJECTIVES

The Florida Department of Transportation sets objectives and strategies to implement the goals of the *2060 Florida Transportation Plan*. Each objective includes an array of Department strategies for achieving the objectives. The following objectives provide the policy framework for connecting the Department's budget and work program to the *2060 Florida Transportation Plan*.

- Make strategic investments that support statewide and inter-regional mobility
- Allocate up to 75 percent of new discretionary capacity funds to the Strategic Intermodal System (SIS)
- Maintain the average growth rate in person-hours of delay on Florida Strategic Intermodal System (SIS) highways at or below 5 percent
- Support efforts to enable Florida to expand its role as a hub for international and domestic trade logistics and export-oriented manufacturing
- Maximize the use of existing facilities
- Develop/redevelop multi-modal corridors to support future mobility
- Participate in statewide and regional visioning efforts
- Increase transit ridership at twice the average rate of population growth

OBJECTIVE: Make strategic investments that support statewide and inter-regional mobility

Investments in Florida's transportation system are investments in the backbone of the State's economy. State, metropolitan, and local plans indicate the costs of needed improvements exceed available revenues. Narrowing the gap will require additional resources, "joint funding" of projects through public and private partnerships, along with continued efforts to reduce project costs. Funding shortfalls underscore the importance of making all investments as strategic as possible.

State policy, as established through legislation, places priority on maximizing the economic impact of transportation. In response, the Department developed a macroeconomic model to evaluate the long-term economic benefits of the Transportation Work Program. The model quantifies the benefits of investments in highway, transit, seaports and rail projects. These benefits translate into cost savings for Florida's businesses and time savings for Florida's workers and consumers. The model also provides useful information to guide future transportation investment policies and legislation.



Table 1 illustrates that every \$1 invested in the Department’s Work Program generates \$4.92 in economic benefits, underscoring the tremendous value of transportation infrastructure as an investment. The Department is continuing to improve its capacity for analyzing the return-on-investment (ROI) at a project level. Consistent with the Secretary’s Transportation Vision for the 21st Century, this analysis will be Consistent, Predictable and Repeatable; providing project level economic analysis for the Department’s Executive Board and other decision makers.

Table 1: Benefit-Cost Summary of FDOT Work Program

BENEFITS	
Present Value of Personal Income Change	\$ 59.5
Present Value of Non-Business User Benefits	\$ 79.7
Total Discounted Benefits	\$ 139.2
COSTS	
Present Value of Total Costs	\$ 28.3
Net Present Value (Benefits Minus Costs)	\$ 110.9
Benefit-Cost Ratio	4.92
Source: Economic Impacts of Florida’s Transportation Investments: A Macroeconomic Analysis (September 2009).	

Strategies for Making Sound Investments

The Department will help ensure the objective related to strategic investments is achieved through these actions:

- Focus investment on the Strategic Intermodal System to produce the greatest impact for commerce and economic strength
- Provide options for raising sustainable local, regional, and state transportation resources and investing these resources in the projects that have the greatest need and benefit
- Promote funding flexibility to respond quickly to economic opportunities
- Provide incentives for projects of regional significance
- Identify transportation needs, revenues, and shortfalls across all modes — maintain this information on a regular basis and communicate it broadly to bolster a greater understanding of transportation challenges and needs
- Maximize the return of federal transportation taxes and the flexibility to use those funds consistent with state, regional, and local priorities



- Encourage the use of tolls, user fees, and “market-based choices” such as express lanes and innovative transportation options
- Improve the “meaning” and practical utility of project cost data by identifying long-term needs at a corridor level
- Integrate estimates of long-term investment needs using consistent time-horizons and assumptions
- Explore options for partnerships with landowners and utilities for corridor preservation and development
- Continue to make use of financing tools such as public-private partnerships, joint funding, and the prudent use of debt financing (with established sources of revenue to retire debt) to implement projects which cannot be funded through traditional sources
- Develop an economic analysis tool to identify projects that will have a high Return on Investment

OBJECTIVE: Allocate up to 75 percent of new discretionary capacity funds to the Strategic Intermodal System (SIS)

The Department plays a lead role in planning and managing mobility between and among Florida’s diverse regions, as well as between Florida and among other states and nations. The primary focus for ensuring a strong link between economic requirements and transportation is accomplished through the Strategic Intermodal System (SIS).

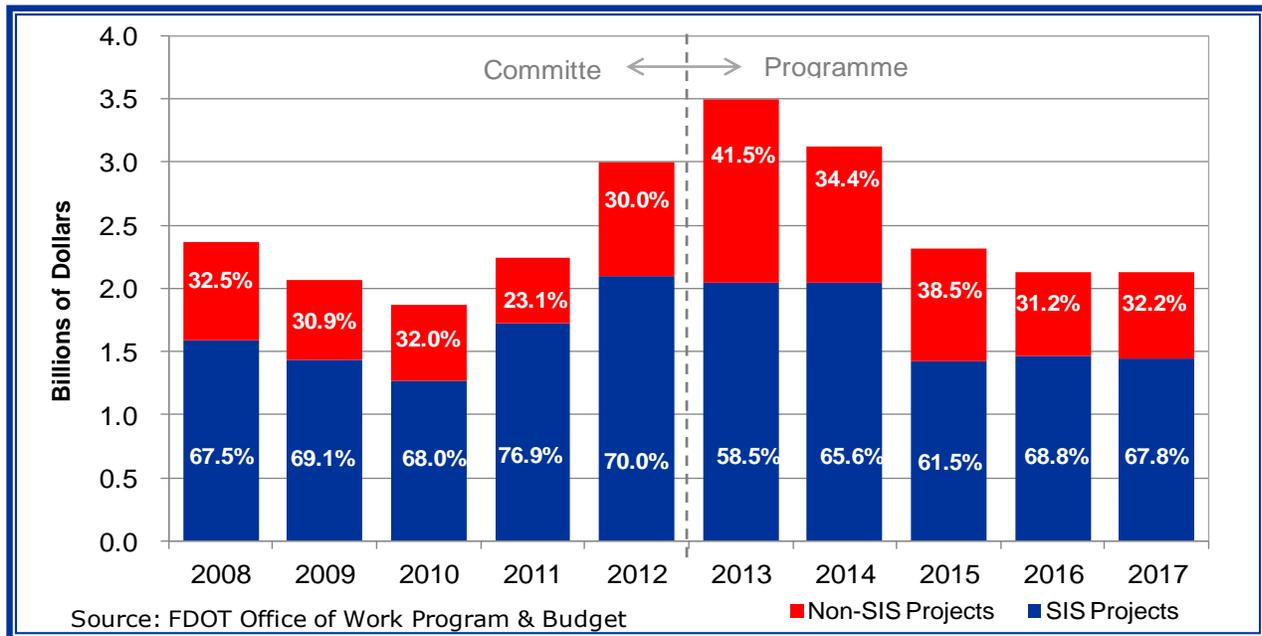
Created by Florida statute in 2003, the SIS is a statewide network of high-priority transportation facilities, including the largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and high-volume highways. Some facilities are categorized as “Emerging SIS” reflecting their potential for future growth and our responsiveness to changing economic conditions. Emerging SIS facilities generally carry lower volumes of people and freight, but are located in fast-growing areas or rural areas that may grow in importance and economic activity.

Pursuant to State statute (s. 339.135) the Department is directed to allocate at least 50 percent of any new discretionary highway capacity funds to the SIS. In addition, the Department has set an objective/target to allocate 75 percent of new discretionary capacity funds for the SIS. A review of recent capacity funding for SIS and non-SIS projects (**Figure 1**) reveals that the Department has committed approximately 70 percent of its capacity funding for SIS projects for 2012. Estimate for future years through 2017 are less than this. The SIS continues to enable



FDOT to focus significant attention and resources on non-highway modes and facilities. Of the \$9.3 billion programmed for SIS capacity funding in the current Work Program, \$8.4 billion is programmed for highway capacity improvements, \$295 million for aviation, \$295 million for seaports, \$217 million for rail, and \$118 million for intermodal capacity improvements.

Figure 1: Capacity Funds for SIS and Non-SIS Projects – FY 2008 to 2017



SIS facilities carry more than 99 percent of all commercial air passengers and cargo, virtually all waterborne freight and cruise passengers, all rail freight, and 89 percent of all interregional passengers. They also account for more than 70 percent of truck traffic and 54 percent of total traffic on the State Highway System. All SIS facilities are eligible for state transportation funding, regardless of mode or ownership. The SIS includes facilities owned by the state as well as regional, local and private sector partners.

The SIS Strategic Plan establishes how facilities are SIS-designated, where future SIS investments should occur, and how investment priorities are set. The SIS Strategic Plan must be updated at least once every five years; the most recent update was completed in January 2010. As part of this update, the Department identified specific changes in designation criteria and thresholds, including the following:

- Revised criteria for designating seaports, passenger terminals, and freight rail terminals to bring criteria in line with evolving industry standards



- New criteria for designating urban fixed guideway transit corridors and terminals
- New criteria for designating military access facilities linking major military installations to SIS and Emerging SIS highway and rail corridors

Subsequent to its adoption in 2011 the Department worked with partners to update the criteria for designating SIS highways to ensure continued emphasis on those highways most important to Florida's economic competitiveness. In 2012, the Department worked with partners on additional designation criteria changes, including the following:

- New criteria for designating intermodal logistics centers
- Revised criteria for freight rail corridors to reflect industry standards for assessing the function of the entire freight rail system
- Revised Emerging SIS economic connectivity criteria and implementation methods using a more quantitative approach and enhanced data from prior analyses
- Revised intermodal connector criteria to provide greater flexibility for addressing the varying function of specific hubs, including new criteria for hub-to-hub connectors serving both people and freight
- Expanded implementation guidance for SIS spaceport criteria to address commercial spaceports and other industry trends

These additional criteria will be adopted in 2013. By 2014 the Department will begin the next update of the SIS Strategic Plan.

OBJECTIVE: Maintain the average growth rate in person-hours of delay on Florida Strategic Intermodal System (SIS) highways at or below 5 percent

The Department has developed measures to address the four dimensions of mobility. These measures are examined together for a complete picture of mobility:

- **Quantity of travel** – the magnitude of the use of a facility or service including measures of person miles traveled, truck miles traveled and vehicle miles traveled (VMT).
- **Quality of travel** – travel conditions and the effects of congestion on travelers including measures of average speed and delay.
- **Accessibility** – the ease of connecting people and goods to the multimodal transportation system using measures of connectivity to intermodal facilities, dwelling unit proximity, employment proximity and industrial/warehouse facility proximity.



- **Utilization** – indicates whether or not the transportation system is properly sized and has the ability to accommodate growth. The measures are: percent system heavily congested, percent travel heavily congested, vehicles per lane mile, and duration of congestion.

Because the Strategic Intermodal System (SIS) highway corridors are the backbone of Florida’s transportation system it is important to measure performance. The key performance measure is person-hours of delay experienced by persons on SIS highways. Delay is the difference between the uncongested travel time (at a realistic speed, including effects of signals and other road conditions) and the estimated travel time (using estimated average speed for the traffic and road conditions). By measuring SIS delay we gain invaluable insight into these questions:

- How can we improve transportation to serve people and commerce?
- What are we getting from our investments in transportation?
- Are we investing in transportation as efficiently as possible?

Population change and economic activity directly impact vehicle miles traveled by commuters, tourists and businesses. Person-hours of delay is sensitive to mile-by-mile changes in both demand (vehicle miles of travel) and capacity (lane miles). The economic recession has resulted in temporary reductions in delay and VMT (**Table 2**).

Table 2: Performance on SIS Highways in Relation to Population and Capacity

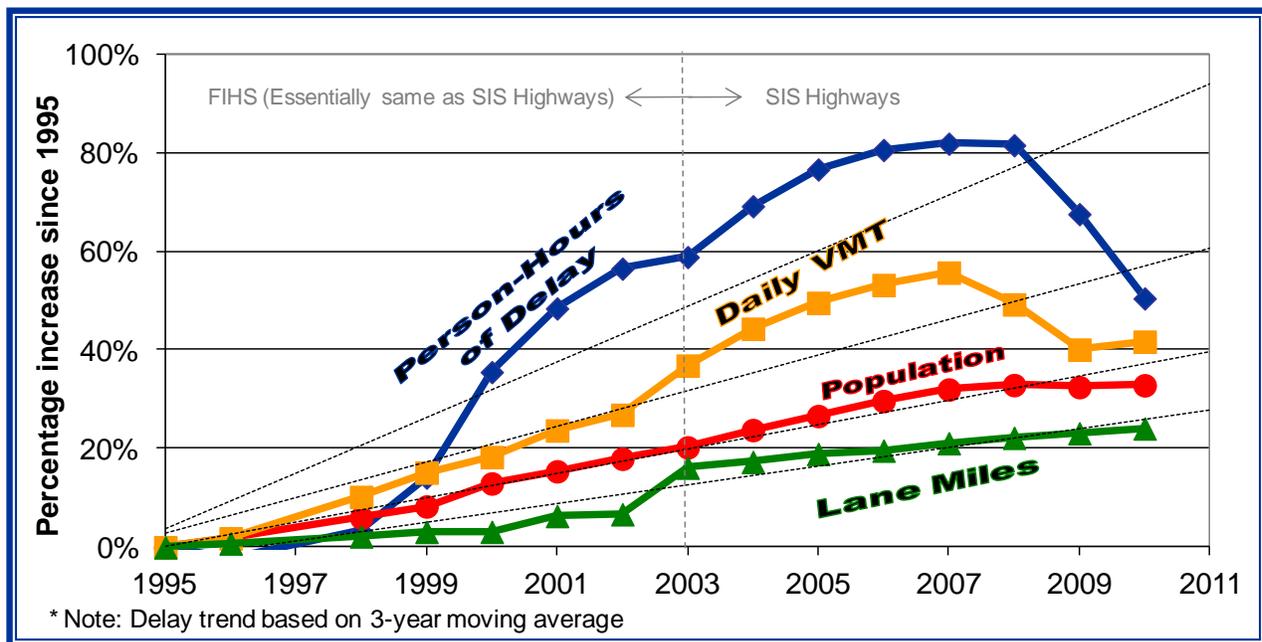
Measure	2011 Data
Population	18.9 million
Lane Miles on SIS highways	18 thousand
Daily Vehicle Miles Traveled on SIS highways	164 million
Daily Person-Hours of Delay on SIS highways	324 thousand hours

Figure 2 shows historical data for SIS highways and its predecessor system. From 1995 to 2007, the average annual increase in person-hours of delay was 5.4 percent and the increase slowed to 2.1 percent by 2011. Meanwhile, vehicle miles travelled (VMT) on SIS highways grew



at a faster rate than population and lane miles. Even in the current economic downturn, VMT growth on the SIS is still advancing at a faster rate. VMT demand and resulting delay will outpace SIS highway expansion over the long run. Person-hours of delay are greatest in our urbanized areas, but is not confined only to our urban areas. It adversely affects both livability and economic competitiveness in all areas of the state. The Department is currently developing a measure to assess the travel conditions between areas.

Figure 2: Trends in Mobility and Demand on SIS Highways



Strategies for the Strategic Intermodal System (SIS)

The Department will help ensure the objective related to the strategic intermodal system (SIS) is achieved through these actions:

- Include economic development opportunities as a key factor in setting priorities for transportation investment on the SIS and regionally significant facilities
- Promote transportation projects needed to help advance critical economic development opportunities through targeted funding and quick response planning for SIS and other investments
- Maximize the use of existing SIS facilities, including improving the efficiency of these facilities through the use of technology and operational decisions



- Add capacity to existing SIS facilities where needed to support growth in demand and relieve congestion, or consider new SIS facilities when needed to fill major gaps in connectivity
- Ensure connectivity between the SIS and regional and local transportation facilities to support complete end-to-end trips

OBJECTIVE: Support efforts to enable Florida to expand its role as a hub for international and domestic trade

Florida is both a consumer market and a gateway for trade between the United States and Latin American and Caribbean nations. Several trends will position Florida for an even greater future role as a trade hub:

- Florida is located in the fastest growing U.S. business and consumer market, the arc of southern states from Texas to Virginia
- Florida also is located at the crossroads of growing north-south and east-west trade lanes, with access to more than 1.1 billion consumers in the Western Hemisphere by 2035
- The widening of the Panama Canal, together with the growth in Latin American and Caribbean markets, will realign global trade lanes and increase flows through this region in the coming decades

Florida Trade and Logistics Study

In 2010, the Department partnered with the Florida Chamber to conduct the *Florida Trade and Logistics Study*. The study identified three major global trade opportunities for Florida over the next few decades:

- Capture a larger share of the containerized imports originating in Asia and serving Florida businesses and consumers, about half of which enter the nation through seaports in other states today
- Expand export markets for Florida businesses by filling these import containers with Florida goods and using more efficient logistics patterns to attract advanced manufacturing and other export related industries to Florida
- Emerge as a global hub for trade and investment, leveraging Florida's location on north-south and east-west trade lanes to become a critical point for processing, assembly, and shipping of goods to markets throughout the eastern United States, Canada, the Caribbean, and Latin America



Key legislative changes and investments made in response to this study include the following:

- 2011 legislation adding global trade/logistics to Florida's Qualified Targeted Industries list and expanding incentives for businesses in this cluster
- 2011 legislation eliminating duplication in seaport security requirements between federal and state processes
- 2011 legislation requiring FDOT to address global trade and logistics opportunities in statewide planning activities, formalizing current practices for the FTP and the SIS
- 2011 legislation requiring FDOT to create the Florida Freight Mobility and Trade Plan and providing targeted funding for strategic seaport and intermodal logistics center investments
- State funding commitments for strategic investments including dredging the Port of Miami to 50 feet (along with providing on-dock rail service to the port); and on- and off-port improvements at Port Everglades, the Port of Jacksonville, and the Port of Tampa, among others

The study was used by the Department to update the 2060 FTP, the Florida Rail System Plan, and the Florida Seaport System Plan, all of which were completed in the same time frame as the Foundation's study. In late 2012 the Florida Chamber Foundation and the Department are initiating a follow-on study to identify specific global trade opportunities, with emphasis on doubling Florida-origin exports through growing Florida's manufacturing sector and making proactive investments in intermodal logistics centers and other trade infrastructure. This study is scheduled for completion in mid-2013.

FDOT Initiatives

The Department reorganized its Central Office creating the Office of Freight, Logistics, and Passenger Operations. This office will coordinate motor carrier, rail, transit, seaport, waterways, aviation, and spaceport programs and projects. The office will develop and implement a freight planning process that will maximize the use of the existing facilities and integrate and coordinate transportation modes, including both government-owned and privately owned resources. The office is working with designated freight coordinators in each District, and with a wide range of external partners.

Key planning initiatives underway through this office include the following:

- Development of statewide Freight Mobility and Trade Plan
- Ongoing support for the Continuing Florida Aviation System Planning Process and updating Florida's Air Cargo System Plan



- In partnership with Space Florida, development of the Florida Spaceport System Plan to advance strategic infrastructure investments at the state's spaceport facilities
- Development and implementation of the Florida Rail System Plan
- Development of an in-house Motor Carrier Working Group, as well as enhanced coordination with truckers, shippers, and other modes
- Implementation of the Seaport System Plan to develop a statewide vision for Florida's seaports

Strategic Investment Initiatives

In 2012 the Legislature also created or expanded several strategic investment programs to target resources at critical elements of the state's trade and transportation infrastructure. These programs augment the broader Strategic Intermodal System.

Strategic Port Investment Initiative – Beginning in fiscal year 2013, FDOT will provide at least \$35 million annually from the State Transportation Trust Fund for this initiative. The Department will work with the 15 deep-water seaports and DEO to develop and maintain a priority list of strategic investment projects. The initiative will give priority to projects that meet the state's goal of becoming a hub for trade, logistics, and export-oriented activities.

Intermodal Logistics Center Infrastructure Support Program – Beginning in fiscal year 2013, the Department will provide a minimum of \$5 million annually from the State Transportation Trust Fund for this program. An intermodal logistics center is a facility or group of facilities serving as a point of intermodal transfer of freight in a specific area physically separated from a seaport where activities relating to transport, logistics, goods distribution, consolidation, or value-added services are carried out.

Florida Seaport Transportation and Economic Development Program – This program was created to finance seaport transportation or facilities projects that will improve the movement of cargo or passengers. The 2012 Legislature increased the minimum amount of funding FDOT must provide for this program from \$8 to \$15 million per year, confirming recent FDOT practice.

Strategies for Freight & Trade

The Department will help ensure the objectives related to freight & trade is achieved through various key actions including some of the following notable activities:

- Enhance Florida's role as a global hub that provides efficient and reliable connectivity for trade and visitors



- Identify seaports where channels need to be deepened and where terminals need to be expanded
- Identify airports where cargo may exceed available capacity and that have the greatest potential for increasing related economic activity
- Support the development of Florida as a major international trade hub with targeted investments in the capacity of and connectivity among SIS hubs and corridors, such as airports, seaports, rail terminals, integrated logistics centers, highways (some with exclusive truck lanes), rail lines, and coastal and inland waterways
- Improve the efficiency and connectivity of the supply chain serving Florida's businesses

OBJECTIVE: Maximize the use of existing facilities

State DOTs across the nation are being challenged to optimize the use of the existing transportation system. As we strive to accommodate growth in travel demand, our primary focus is to ensure that we squeeze out the best performance possible from the existing transportation system. Improved system operation is a key Department priority. We accomplish it in various ways including leveraging information technology and achieving greater collaboration among transportation system stakeholders such as emergency response agencies. Improved performance of our transportation system translates into economic efficiency and effectiveness for our system users, bolstering Florida's economic advantages. The cost and time associated with freight moves, for example, often represents the one cost variable that can make manufacturers and suppliers of products more competitive in the market place.

Surprisingly, over 50 percent of congestion in urban areas is non-recurring. Non-recurring congestion, such as incidents, work zones, inclement weather, and special events, can be managed. As our focus on system operations expands and improves our real-time response to these causal factors will result in improved system reliability and efficiency.

Florida is developing and aggressively using technology to combat congestion. Information Technology (IT) has been leveraged in various ways such as providing real-time information to assist travelers. While improved traveler information is being provided through variable message signs, highway advisory radio, cell phones and the internet, we are improving system operations in other ways highlighted below.



Transportation System Management & Operations (TSM&O)

TSM&O is designed to optimize the performance of Florida's multimodal infrastructure through a combination of systems, services, and projects that preserve capacity and improve system security, safety, and reliability. TSM&O improves mobility for roadway users through real-time monitoring of the transportation system and responding as quickly as possible to accidents and incidents. We are increasingly responding to incidents and congestion through the use of Intelligent Transportation Systems, traffic signal system control, and other real-time management and operational strategies.

Managing capacity on limited-access facilities and arterials through ramp metering is an example of how we improve transportation mobility and capacity without having to construct additional capacity in the traditional means of roadway widening or new construction. Operational improvements can typically be approved, funded, and implemented in a shorter time horizon than larger scale capacity adding improvements. These improvements can often be incorporated within the existing roadway right-of-way resulting in improved performance.

In an era of limited resources, the benefit-cost (BC) ratio for these systems operations measures is staggering. Estimates of the benefit to cost ratio are on the order of 9:1. Using technology solutions as an alternative to traditional capacity enhancements, such as roadway widening, results in lower capital and maintenance costs.

Those proactive approaches and tools enhance transportation system performance by:

- Improving travel time and reliability for our customers
- Improving traffic flow through work zones
- Enhancing safety
- Producing cost-savings for drivers, and the Department

Recognizing the importance and promise of TSM&O the Department's Executive Board in May 2010 endorsed a working definition of TSM&O, a TSM&O Business Plan, and an outline for a supporting Strategic Plan.

Managed Lanes

Managed Lanes is a TSM&O tool used to manage traffic along existing highways in congested urban areas. Managed lane projects are underway across the country to alleviate traffic congestion utilizing various strategies to improve the flow and maximize the efficiency of the highway system. Common types of managed lanes include high-occupancy vehicle (HOV)



lanes, high-occupancy toll (HOT) lanes, Express Lanes (value priced lanes), and exclusive or special use lanes. Florida is currently developing a statewide policy for managed lanes due out in June of 2013. This policy will provide consistency on how to apply managed lane strategies across the state.

Florida has an action plan for a statewide system of Express Lanes. Express Lanes are a type of managed lane that uses pricing and eligibility to provide an option for Motorists. Motorists' who choose to access the express lanes pay a toll, which can vary the amount to maximize throughput and efficiency of the express lanes. This means that during peak hours of travel motorists may pay a higher toll amount to use the express lanes. The toll rate is increased to discourage more motorists from entering the lanes avoiding a possible breakdown in speed and service.

Express lane performance highlights to date include:

- Implemented a successful I-95 express lanes initiative in Miami-Dade County which benefits all users of the highway
- Extended the I-95 express lanes north from the Golden Glades Interchange in Miami-Dade County to Broward Boulevard in Broward County
- The I-595 Express Lanes are under construction, and was initiated by the formation of an innovative Public Private Partnership with a concessionaire to design, build, finance, operate and maintain the I-595 corridor improvements project for a long term commitment of 35 years. The Express Lanes along I-595 will be reversible (eastbound in AM/ westbound in PM). Motorists will only have access to and from the lanes at a location west of 136th Avenue, east of SR 7 and through a direct connection to the median of Florida's Turnpike.
- Express Lanes are planned for I-75 from NW 170th Street in Miami-Dade County to I-595 in Broward County. The first phase of construction (I-75 from Griffin Road to I-595) is scheduled to begin in late January 2013.
- Building off the I-75 express lanes at NW 170th Street in Miami-Dade County, Express Lanes are planned to extend along I-75 to the Palmetto Expressway (SR 826) and along the Palmetto Expressway (SR 826) West Flagler Street to NW 154th Street
- I-275, I-4, and I-75 in Tampa has planned projects which include I-4 Express lanes
- I-75 Express lanes currently in PD&E, I-275 Express lanes will most likely include one express lane in each direction, and the Selmon Expressway will include reversible lanes
- I-4 in Orlando is planned to have barrier separated express lanes from West of Kirkman Road to East of SR 434



- I-295 Jacksonville is planned to have express lanes from I-95 South to the Buckman Bridge, I-95 North to the Dames Point Bridge, and from the J. Turner Boulevard to SR 9B

This growing application of express lanes, particularly around southeast Florida, will better serve our customers and accommodate growth.

Strategies for Maximizing Existing Facilities

Looking forward, the Department will build on its success with further system operations enhancements. This will be accomplished by advancing the following objectives which will result in improved system performance:

- Implement technological improvements that increase efficiency of planning, design, and construction; intelligent transportation systems; and toll facilities operations
- Make optimal use of existing transportation facilities and services through strategies which address traffic operations, incidents, emergency management, access management and surrounding land uses before expanding those facilities and services
- Identify/invest in “last-mile projects” (e.g., small improvements such as turn lanes and expanded intersection geometry to improve truck movement, etc.)
- Implement managed lanes to manage congestion
- Coordinate with local governments to promote land uses that are consistent with and supportive of important transportation infrastructure
- Continue to advance ITS/access management investments that improve system performance

OBJECTIVE: Develop/redevelop multi-modal corridors to support future mobility

Florida’s ability to provide mobility for people and freight is increasingly at risk. Continued growth in population, visitors, and economic activity is increasing demand for moving people and freight. Over the past few decades, investments in the state’s interregional corridors have fallen short of need due to resource constraints. To ensure a more proactive future, the Department established the Future Corridors initiative. This is a statewide effort to plan the major transportation corridors critical to the state’s economic competitiveness and quality of life over the next 50 years.



The Future Corridors initiative builds upon the 2060 Florida Transportation Plan. Its objectives are to:

- Better coordinate long-range transportation and development visions and plans to identify long range solutions to support statewide and regional goals for economic development, quality of life, and environmental stewardship
- Provide solutions for or alternatives to major highways that already are congested today.
- Meet growing demand for moving people and freight using all modes: Florida's population is expected to increase 37 percent by 2040, visitors 44 percent by 2040, and freight tonnage 39 percent by 2035
- Improve connectivity between Florida and other states and nations, and among Florida's regions to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development

The emphasis is on statewide corridors that connect Florida to other states or connects broad regions within Florida, generally via high-speed, high-capacity transportation facilities such as major rail lines, waterways, air service, and Interstate or other limited-access highways. These corridors may involve multiple modes of transportation as well as other linear infrastructure such as pipelines and utility transmission lines. There are two approaches to planning for future corridors:

- Transforming existing facilities in a corridor to maximize their function, such as adding tolled express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line
- Identifying study areas for potential new parallel facilities to provide alternatives to existing congested facilities or potential new multimodal corridors in regions not well served by statewide corridors today

FDOT has identified five regional pairs as initial study areas for this initiative (see **Figure 3** below):

- Tampa Bay to Central Florida
- Tampa Bay to Northeast Florida
- Southeast Florida through the Heartland to Central Florida
- Southwest Florida through the Heartland to Central Florida
- Northwest Florida connectivity to the Florida peninsula and neighboring states



FDOT initiated Concept studies on the first two priority study areas 2012, covering Tampa Bay to Central Florida and Tampa Bay to Northeast Florida. The intent is to develop a long-range framework to guide future investment decisions in these study areas over the next 50 years. This strategy can be integrated over time into local and regional transportation, land use, and conservation plans. Follow-up Evaluation and Project Development studies will be scheduled on specific segments as needed. Construction on some segments that are of independent utility could move forward in the next few years, while other corridors may not be developed for a few decades.

FDOT is the lead agency for this initiative, working with a full range of statewide, regional, and local partners. A state agency working group including the Department of Environmental Protection, Fish and Wildlife Conservation Commission, Department of Economic Opportunity, Department of Agriculture and Consumer Affairs, and Federal Highway Administration is guiding the overall initiative. In specific study areas, FDOT will work with a wide range of partners including environmental organizations, business and economic development organizations, utilities, local governments, metropolitan planning organizations, regional planning councils, and public and private landowners to better understand how they envision the future of Florida.

Strategies for Future Corridors

The Department will help ensure the objectives related to future corridors are achieved through these actions:

- Promote investment decisions in the context of statewide and regional visions for Florida's future growth
- Invest in transportation capacity improvements to meet future demand for moving people and freight
- Identify future mobility and connectivity needs
- Coordinate and co-locate transportation facilities with existing and new utilities and other infrastructure investments to help focus growth in areas targeted for future development and redevelopment in regional and community visions and plans
- Adopt a proactive process to identify established and emerging regional employment centers based on statewide and regional visions and plans and to identify transportation investments serving these targeted centers
- Identify transportation investments to improve connectivity to rural employment centers and economically productive rural lands, consistent with statewide and regional visions and plans



- Continue to prioritize investment in SIS corridors, including identifying opportunities to transform existing SIS facilities and create new SIS facilities
- Coordinate with other states to improve connectivity on multistate highway, rail, and waterway corridors connecting Florida to the rest of the United States

OBJECTIVE: Participate in statewide and regional visioning efforts

The 2060 FTP provides a statewide transportation vision and goals and has been developed within the context of the State Comprehensive Plan. Elements of a statewide transportation vision pertaining to public sector policies and investments must be implemented through changes to state agency plans emphasizing the need and benefits for more collaborative partnerships for achieving common goals and desired outcomes.

Statewide Vision

The 2060 FTP established an overarching principle that Florida should make its most significant transportation decisions—those involving new facilities or services, or major expansion or transformation of existing ones—in the context of long range visions about the future growth and development of Florida’s regions and, ideally, the state as a whole. The FTP recommended continued support for development of regional visions covering large geographic areas (see below). The FTP also recommended creation of an integrated statewide vision or strategic plan for coordinating the FTP and other visions and plans and for providing a unified view of Florida’s future over a 50 year period.

Since the 2060 FTP was adopted, FDOT has been working with statewide partners to explore approaches for creating a statewide vision. The Department developed an inventory of existing statewide visions and plans addressing transportation, economic development, environmental stewardship, and related issues, and conducted a series of interviews with key stakeholders to solicit input on potential visioning approaches. Collaboration with state agencies in support of the Future Corridors initiative as well as Florida’s Strategic Plan for Economic Development has reinforced the need for a statewide vision.

Regional Visions

The 2060 FTP called for the state to continue to support development of regional visions covering large geographic areas sharing common economic, environmental, and cultural ties. Coalitions of counties and cities in at least nine regions of Florida have recently or are currently collaborating on long-term growth visions. Such visions can indicate how regions desire to grow in the future and provide important information about likely long-term development patterns.



These visions and related action plans also may provide guidance about critical environmental, community and economic assets, including those which would benefit from enhanced connectivity and those where transportation impacts should be avoided or minimized.

These regional visions should be implemented through changes to regional and local plans, including strategic regional policy plans, local government comprehensive plans, long range transportation plans, resource agency plans, economic development plans, and other plans. As regional visioning matures, regions should develop new approaches to governance and decision making to help move desired outcomes from concept to implementation in a timely and efficient manner.

It is important that planning for future corridors and other major statewide and regional transportation investments be consistent with these regional visions where they exist. Where regional visions are underway, as is the case in most regions today, it is also important for these critical transportation decisions to be made as the broader vision is determined, so transportation needs do not “drive” the vision.

FDOT is participating in all of these regional visioning processes, in many cases providing technical and or financial support to assist in the process.

Statewide Partnerships

Over the past decade, in support of the FTP, and more recently the Transportation Vision for the 21st Century articulated by Governor Scott and Secretary Prasad, FDOT has been strengthening its partnerships with several statewide organizations engaged in shaping the future of Florida’s economy. Some key partnerships related to economic competitiveness are noted below.

Florida Department of Economic Opportunity – In 2011, the Governor and Legislature reorganized Florida’s statewide economic development agencies and created the Department of Economic Opportunity (DEO) to promote economic prosperity for all Floridians and businesses through successful workforce, community, and economic development strategies.

The Legislature mandated that DEO create a five-year Florida Strategic Plan for Economic Development. Similar to the FTP, DEO is developing this as a plan for all of Florida that identifies a common vision, goals, objectives, and strategies for state agencies and regional and local partners. The Department has assisted in development of this plan through participating in statewide and regional forums and through providing in-kind support.



The plan is under final review and is anticipated to be released in early 2013. The draft plan emphasizes focusing Florida's economic development strategy around four cross-cutting strategies:

- Strengthen collaboration and alignment among state, regional and local entities toward the state's economic vision
- Develop and implement a statewide strategy to develop regional talent and innovation clusters using global best practices
- Connect economic development, talent, infrastructure, housing, partnerships and other resources within and across regions to build Florida as a globally competitive megaregion
- Position Florida as a global hub for trade, visitors, talent, innovation and investment

The draft plan calls for developing and maintaining multimodal, interconnected trade and transportation systems to support a prosperous, globally competitive economy. The draft plan also calls for coordinating decision-making and investments for economic development, land use, transportation, infrastructure, housing, water, energy, natural resources, and workforce and community development at the state, regional and local levels.

Florida Chamber Foundation – The Florida Chamber Foundation is a nonprofit research and education foundation affiliated with the Florida Chamber of Commerce. The Foundation created the Six Pillars™ framework reflecting the critical factors determining Florida's economic future, encompassing the following areas:

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

The Foundation supports a system of six statewide caucuses, comprising public, private, and civic leaders working to identify long-term strategies for Florida's competitiveness in each of these areas. The Foundation released the first iteration of the Six Pillars 20-year Strategic Plan in 2011 and updated this plan in 2012. The Department has appointed two members of the Infrastructure and Growth Leadership Caucus, and is working through this group to help update and implement this Strategic Plan. The Department also is coordinating with the Foundation on



identification of statewide indicators to track progress in each of the Six Pillars, through an on-line system known as The Florida Scorecard. The Department has also developed a crosswalk representing the relationship between the 2060 FTP and the Six Pillars.

Strategies for Visions & Partnerships

The Department will help ensure the objective related to collaborative partnerships is achieved through these actions:

- Identify and invest in regionally significant facilities under the Transportation Regional Incentive Program that support regional economic development and growth management strategies
- Invest in regionally significant transportation facilities that support regional economic development and growth management strategies
- Coordinate with partners to support regional and statewide priorities
- Continue to support DEO in the implementation of Florida's Strategic Plan for Economic Development
- Continue to partner with the Florida Chamber Foundation in the development of the Six Pillars 20-year Strategic Plan
- Continue to support development and implementation of regional visions
- Participate with partners in the development of a 50-year statewide vision

OBJECTIVE: Increase transit ridership at twice the average rate of population growth

Local transportation investments primarily should reflect the importance of community building and preservation, based on the unique vision of each urban or rural community. Accessibility to and availability of transit options are crucial for the enhancement of local mobility and community livability. An objective was developed to measure the success in establishing transit as an alternative mode of transportation for professional, recreational and other purposes at the local level by increasing transit ridership at twice the average rate of population growth.

Local transportation needs cannot be met by building more and wider roads alone. Local mobility demands make it necessary to focus on additional means of travel and increase mobility for those who do not have access to automobiles. **Table 3** illustrates progress being made towards increasing the number of transit trips throughout Florida.



Table 3: Transit Measures of Effectiveness

Measures of Effectiveness	Data		
	Baseline 2000	FY 2009/2010	FY 2010/2011
Number of one-way public transit passenger trips	184M	245M	261M
Number of one-way trips provided for transportation disadvantaged	5.7M	6.7M	7.1M
Operating cost per total passenger trips	\$4.99	\$4.02	\$3.84
Operating cost per TD trip	\$14	\$19.18	\$7.7

As of 2011, over 3.3 million Floridians, (about 18 percent of total population) were age 65 and over. Providers of alternative modes need support to preserve today's services and to attract more riders by expanding services and improving reliability especially in urban areas and elder communities.

The Department is committed to assisting partners in increasing transit ridership. Over 87 percent of Floridian's live in urban areas and 79 percent live within the service area of a transit system. Transit is also a viable solution in reducing greenhouse gases and providing a sustainable transportation system.

Figure 4 shows that the number of passenger trips served by transit throughout Florida's 35 transit systems has been steadily increasing over the past decade, albeit with a slight dip in 2009 and 2010. The number of transit trips in 2011 was nearly 261 million, an increase of about 6.3 percent from 2010. Transit ridership grew due to population growth, high gas prices, automobile affordability challenges, and transit service infrastructure improvements.

FDOT has used the ratio of transit growth rate to population growth rate as a measure to evaluate transit ridership performance. For most of the last decade Florida's transit ridership growth rate had outperformed our population growth rate. Although transit ridership dipped in 2009 due to the economic recession, it has continued to rebound over the last several years, even exceeding previous ridership levels. Overall, growth in transit ridership continues to



outpace population growth. Much of this increase can be attributed to transit agencies coordinating with partner agencies and private sector companies to make transit systems more efficient and accessible to Floridians everywhere. **Figure 5** highlights Florida's change in transit ridership relative to population growth.

Figure 4: Fixed Route Transit Passenger Trips and Revenue Miles

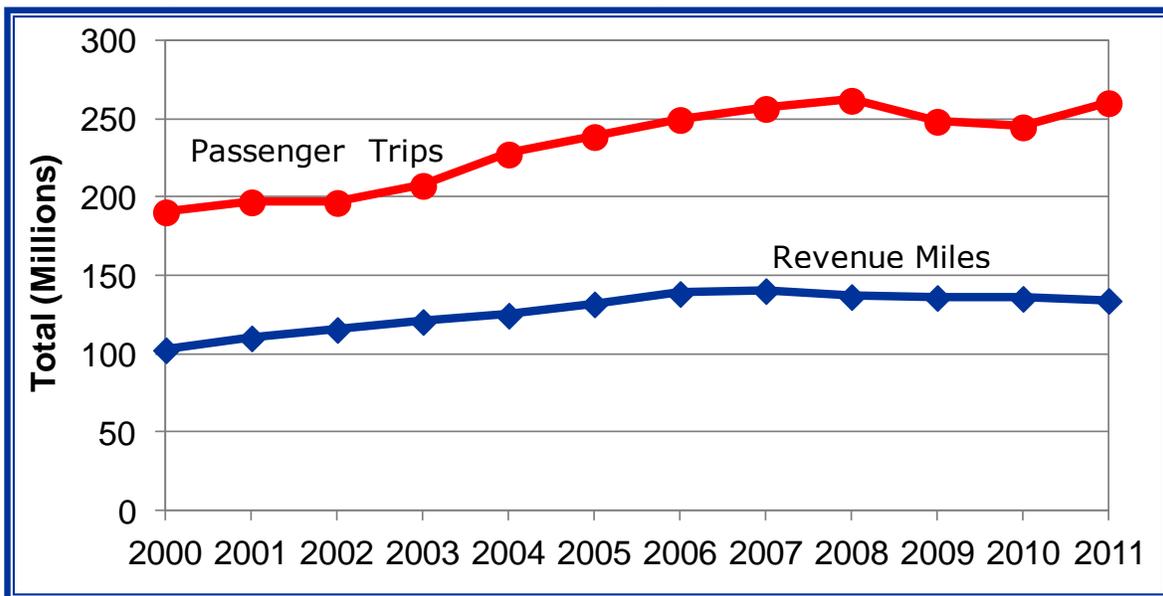
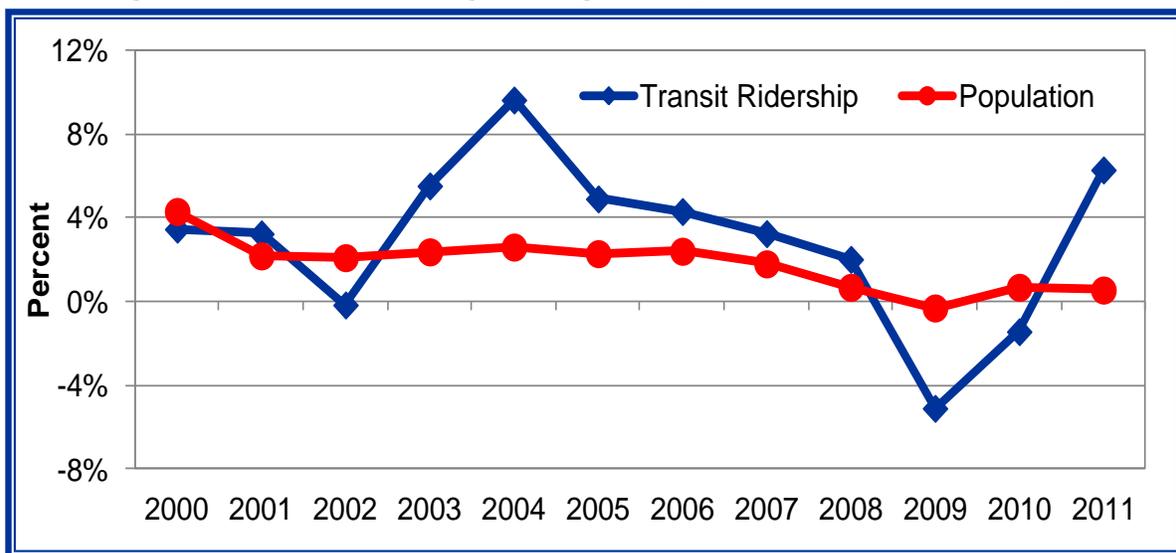


Figure 5: Annual Percentage Change of Population & Transit Ridership





Strategies for Transportation Choices

The Department will help ensure the objective related to transportation choices is achieved through these actions:

- Identify and invest in local transportation infrastructure and services that support locally defined visions and comprehensive plans
- Promote multi-modal options within existing corridors
- Introduce new modal options or develop new transportation hubs or corridors when existing facilities cannot meet mobility or connectivity needs
- Create institutional structures which support statewide, regional and local mobility needs, building upon closer coordination between transportation, land use and economic development decisions
- Promote the effective use of existing rail and water corridors to move freight and people
- Promote options that increase vehicle occupancy