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

- Maintain Florida’s transportation assets in a state of good repair for all modes
- Increase the resilience of infrastructure
- Meet customer expectations for infrastructure quality and service
- Improve transportation system connectivity

### PROGRESS INDICATORS

- Pavement condition
- Bridge condition
- Transit vehicle and facility condition
- Airport pavement condition
- Seaport infrastructure condition
- Spaceport infrastructure condition
- Sidewalk and trail condition
- Vulnerability to flooding or storm surge
- Hours or days of transportation facility closure due to smoke, fire, flooding, wind, or extreme temperature
- Frequency of repairs due to damage from extreme weather or other events
- Customer satisfaction
- Connections between modes/systems and extent of system gaps
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

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
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 and 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 for national defense partners.

Central Florida provides a glimpse into the transportation system of the future. The I-4 Ultimate project is rebuilding 21 miles of interstate through downtown Orlando including adding four express tolled lanes. SunRail commuter rail service operates on a parallel rail corridor that previously handled freight rail. The Orlando International 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. The Beach Line Expressway is envisioned as a multimodal, multi-use corridor connecting to expanding activities at Port Canaveral and the Cape Canaveral Spaceport, creating the world's only "quintimodal" transportation hub.
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 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.
- Improve connectivity of 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.
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.” 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.
BROADBAND STRATEGIC PLAN

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.
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**

- Increase access to jobs, education, health, and other services for all residents
- Increase the reliability and efficiency of people and freight trips
- Increase alternatives to single occupancy vehicles

**PROGRESS INDICATORS**

- Access to jobs
- Access to education and healthcare
- Broadband access
- Transportation options for traditionally underserved communities
- Percent of people working remotely
- Travel time reliability
- Truck travel time reliability index
- Person-hours of delay
- On time departure or arrival for aviation and passenger rail
- Freight hours/cost of delay
- Supply chain efficiency/resilience
- Person trips by mode, including bicycle/pedestrian and micromobility
- Number of automated and connected vehicles sold

**OBJECTIVES**

- INCREASE ACCESS TO JOBS & SERVICES
- INCREASE RELIABILITY & EFFICIENCY
- INCREASE ALTERNATIVES TO SOVs
MEASURING PROGRESS → OBJECTIVES AND INDICATORS

INDICATORS TO WATCH

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

- 2014: 81.7%
- 2015: 79.3%
- 2016: 77.3%
- 2017: 76.6%
- 2018: 80.4%

JOB ACCESSIBILITY WITHIN 40 MINUTES

The average Floridian can access

**617,000 JOBS** with a *vehicle*, but only

**18,000 JOBS** using *transit*

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

- 2014: 13.5
- 2015: 17.4
- 2016: 17.4
- 2017: 17.4
- 2018: 17.4

MICROMOBILITY OPTIONS

- E-scooter operations
- Bike share stations

- 2015: 245
- 2016: 302
- 2017: 333
- 2018: 352

GOALS

- Mobility
- Choices
- Economy
- Community

POLICY ELEMENT
KEY STRATEGIES

PRIORITIZE MOBILITY FOR PEOPLE & FREIGHT

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 vehicle and robots.

› Regularly conduct market research to understand **customer needs and preferences**, including travel and logistics patterns.

› 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.

MIA MIA 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.

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.
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.
Goals

- Safety and Security
  - Strategically align investments with needs
  - Provide sustainable and reliable transportation funding sources
  - Develop and retain skilled transportation workforce

- Infrastructure
  - Maintain transportation assets
  - Increase infrastructure resilience
  - Meet customer expectations
  - Improve system connectivity
  - Protect & enhance water, lands, & habitats
  - Prioritize mobility for people & freight
  - Transform major corridors & hubs
  - Complete transportation networks
  - Expand transportation infostructure

- Mobility
  - Reduce crashes & other incidents
  - Improve emergency response & recovery times
  - Mitigate health, safety, & security risks
  - Eliminate fatalities & serious injuries
  - Maintain transportation assets
  - Increase infrastructure resilience
  - Meet customer expectations
  - Improve system connectivity

- Choices
  - Increase access to opportunity

- Economy
  - Support job creation and economic development
  - Reduce impact on water, lands, & habitats
  - Decrease air pollutants & GHG emissions
  - Increase energy efficiency

- Community
  - Increase reliability & efficiency
  - Increase alternatives to SOVs

- Environment
  - Reduce impact on water, lands, & habitats
  - Decrease air pollutants & GHG emissions
  - Increase energy efficiency