Second Printing – September 2015

Cover images:
Front – Dragoon spacecraft courtesy of SpaceX; pedestrians walking along A1A courtesy of seefloridago.org – Virginia Parnell
Back – Sunshine Skyway courtesy of seefloridago.org – Christine McDonald.

The Sunshine Skyway Bridge over Tampa Bay courtesy of seefloridago.org – Ben Johnson
In 1915, the State Road Department was established, with six employees and a total maintenance budget of $16,410, to oversee 944 miles of paved roads and 3,777 miles of unpaved roads.

One hundred years later, Florida’s transportation system is one of the largest and most complex in the United States. Our 12,099 miles of state roads, 2,753 miles of rail, 53 transit systems, 780 airports, 15 public seaports, and 2 spaceports support the nation’s 4th largest economy and 3rd largest population with nearly 20 million residents and 100 million visitors per year.

The Florida Transportation Plan (FTP) is the single overarching 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 (FDOT) and all organizations that are involved in planning and managing Florida’s transportation system, including statewide, regional, and local partners. A primary emphasis of the Florida Transportation Plan implementation is Florida’s Strategic Intermodal System (SIS), the high-priority network of transportation facilities critical to Florida’s economic competitiveness and quality of life.

The Florida Transportation Plan is made up of three elements: the Vision Element (this document), the Policy Element, and the Implementation Element. The Vision Element describes the vision for Florida’s transportation system over the next 50 years, based on input from state, regional, and local partners and the public through a state summit, the 35-member FTP-SIS Steering Committee, five regional workshops, local partner meetings, and online comment forms. These conversations about the future centered on five types of questions:

• Where have we been? How has our transportation system changed during the past century (pages 2 and 3)?
• Where are we today? What does our transportation system look like now (pages 4 and 5)?
• Where are we going? What factors will shape future demand for transportation in Florida (pages 6 and 7)? What range of futures should Florida’s transportation partners prepare to address (pages 8 through 14)?
• Where do we want to go? What are the desired outcomes for Florida’s transportation system during the next 50 years (pages 15 through 17)?
• How do we get there? What emphasis areas should guide Florida’s transportation partners in accomplishing this vision (page 18)?

Florida’s Transportation System

<table>
<thead>
<tr>
<th>State Highways</th>
<th>Public Transit</th>
<th>Rail</th>
<th>Aviation</th>
<th>Spaceports</th>
</tr>
</thead>
<tbody>
<tr>
<td>12,099 Centerline Miles</td>
<td>30 Urban Transit Systems</td>
<td>2,753 Railway Miles</td>
<td>780 Airports</td>
<td>2 Spaceports</td>
</tr>
<tr>
<td>6,783 Bridges</td>
<td>23 Rural Transit Systems</td>
<td></td>
<td>129 Public, 19 Commercial, 651 Private</td>
<td>10 Launch Facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Local Roads</th>
<th>Bicycle/Pedestrian</th>
<th>Seaports/Waterways</th>
<th>Source: Florida Department of Transportation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>107,674 Centerline Miles</td>
<td>5,888 Bicycle Facilities</td>
<td>15 Public Seaports</td>
<td>3,475 Miles of Intracoastal and Inland Routes</td>
</tr>
<tr>
<td>5,091 Bridges</td>
<td>3,214 Pedestrian Facilities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Where Have We Been?

1923
Tamiami Trail is first built in Collier County

1915
State Road Department is authorized

1940
Florida’s Turnpike opens

1929
St. Andrews Bay Bridge opens in Panama City

1946
Drew Army Airfield is transferred to the City of Tampa for civil use as Drew Field Municipal Airport

1931
Edison Bridge opens to the public in Fort Myers

1960
Construction of new Port of Miami begins
Metropolitan Transit Authority created in Miami

1949
Official Florida Welcome Centers open to travelers

1963
Interstate 75 opens in North Florida

1927
Bridge of Lions opens in St. Augustine

Greeting from Drew Field
Tampa, Florida
Keep ‘Em Flying
Where Are We Today?

Florida’s Population

3rd most populous state in the United States
Source: U.S. Census Bureau (2014).

Where Floridians Live

9 out of 10 Floridians live in urban areas
Source: U.S. Census Bureau (2014).

Florida’s Health and Wellbeing

3 out of 5 Floridians are overweight or obese, in part due to limited physical activity
Source: Florida Department of Health (2013).

Florida’s Economy

4th largest economy in the United States

Florida’s Tourism

83M domestic
16M international
50.4% Air
49.6% Other Modes

Growing Transportation Workforce

More than 540,000 jobs in transportation, trade, and logistics

Florida’s Gross Domestic Product by Sector

- Transportation and Utilities
- Agriculture and Mining
- Construction
- Manufacturing
- Trade
- Tourism-Related Services*
- Other Services
- Government

* Arts, entertainment, recreation, accommodation, and food services.

More than 1/4 of Floridians live alone
1/3 of Floridians 65+ have a Census-defined disability
Source: U.S. Census Bureau (2013).
Florida’s Freight (by volume and value)

**Truck**
- 100.3 million tons
- $85.9 billion dollars

**Seaport**
- 58.1 million tons
- $22.0 billion dollars

**Rail**
- 2.3 million tons
- $71.1 billion dollars

**Aviation**
- 627.6 million tons
- $724.8 billion dollars


Floridians’ Commuting Habits

- 80% Drive Alone
- 17% of Floridians commute across county lines to work
- 10% Carpool
- 5% Work from Home
- 3% Transit
- 2% Walk

Source: U.S. Census Bureau (2013).
Growing Population

5.8 million additional residents by 2040
91% from other states

Source: University of Florida Bureau of Economic and Business Research (2014); Florida Legislature Office of Economic and Demographic Research (2014).

Growing Quickly

We are home to 6 of the top 20 fastest growing metro areas in the U.S.


Workforce is Getting Older

33% of Florida’s current labor force will be retired or planning to retire by 2030

Source: Florida Chamber Foundation (2015).

Population is Getting Older

24% Over 65 in 2040


Growing Coastal Risks

Over 98% of the state’s population resides in coastal counties

Source: U.S. Census Bureau (2014); NOAA (2012).

Note: NOAA considers any county that has at least 15% of its land area covered by a coastal watershed to be coastal. NOAA considers the Lower St. Johns River Watershed and Lake Okeechobee Watershed coastal.

Florida Storm Surge

1 out of 5 Floridians live in Special Flood Hazard Areas

Targeted Industries Have Different Transportation Needs

Aviation and Aerospace  Advanced Manufacturing  Logistics and Distribution
Defense and Homeland Security  Information Technology  Clean Technology
Life Sciences  Financial and Professional Services  Corporate Headquarters

Growth in Freight

<table>
<thead>
<tr>
<th>Year</th>
<th>Weight (tons)</th>
<th>Value (dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>774 million</td>
<td>$963 billion</td>
</tr>
<tr>
<td>2040</td>
<td>1,306 million</td>
<td>$2,643 billion</td>
</tr>
</tbody>
</table>


Florida’s Trade Goals

Enterprise Florida/Florida Chamber of Commerce goal is to DOUBLE Florida-origin goods exports every 5 Years

Attracting More Visitors

157M

Source: Office of Economic and Demographic Research (2015).

Becoming More Connected

1 out of 5 vehicles on the road worldwide will have some form of wireless network connection by 2020


Becoming More Mobile

90% of the U.S. population owns a cell phone

20% use their phone for real time traffic or transit information


Increasing Automation

$11.5 billion will be invested in drone technology in the next 10 years

Robotics and automation could revolutionize transportation system maintenance and freight delivery practices


Integrating Technology More Quickly

Source: contrarian-investor.com.
Potential Futures

Predicting the future is never an easy task. Most popular views of the future tend to be overly optimistic, overly pessimistic, or, most often of all, overly cautious, treating the recent past as prologue to a future with little change from today.

Florida could once rely on continuous uninterrupted growth, but, recently, predicting Florida’s future has become increasingly complex. Florida’s population surged from just under 5 million in 1960 to nearly 20 million today, while its economy surged from $15 million in gross domestic product to more than $800 billion today. The number of drivers and vehicles increased at a comparable pace and state and local governments constructed an extensive network of roads to meet this growing demand. Florida’s statewide transportation plans focused on how to continue to meet future growth.

During the past several years, Florida and the nation endured the most severe recession in post-World War II history, and began transitioning into a more diverse, globally integrated economy. Florida’s travel patterns appear to be at a tipping point as well. Vehicle-miles traveled on the state’s highway system declined 6 percent between 2007 and 2013, and only recently have begun to edge upward. Transit ridership, meanwhile, is up 10 percent since 2010, and younger Floridians are waiting longer to get driver’s licenses and purchase cars.

As we look to the future, key questions include:

• Will highway travel return to its historic rate of growth as Florida’s population and economy continue to expand? Is the recent growth in transit ridership a temporary change or a long-term change in how Floridians travel?

• Will a more diverse population with growth among retirees, millennials, and foreign-born residents change the types of transportation Floridians demand?

• Will Florida’s economy continue to be dominated by agriculture, tourism, and construction, or will new industries such as logistics, life sciences, and advanced manufacturing become more significant and require different types of transportation?

• What are the implications of more frequent or severe tropical storms and hurricanes and sea level rise on Florida’s coastal and inland communities and infrastructure?

• How will rapidly changing technologies – from driverless cars to 3-D printing to wearable technology – impact the way we live, work, and travel?

Our Travel Preferences May Be Changing

![Graph showing changes in population, vehicle miles, and transit boardings from 2007-2010 to 2010-2013.]

Source: U.S. Census Bureau and Florida Department of Transportation (2014).

Licensed Drivers

![Table showing licensed drivers in Florida from 2007 to 2015.]

FDOT developed five potential futures to help guide discussion about the state’s future transportation needs and opportunities. The five futures reflect an analysis of current trends and available forecasts; a review of global and national studies; and a synthesis of recently completed state and regional long-term visions and strategic plans. The intent is to help understand and prepare for the range of possibilities facing Florida’s transportation system—not to select a single preferred future. Florida’s future path may reflect elements from all five of these alternatives.

The following pages offer a glimpse of what each future might be like, along with thoughtful questions about potential trends related to each future and what the responses to these trends might be like. Potential futures include:

- **Return to Historic Growth.** High growth in population, visitors, and the economy, with similar development patterns and industry mix as today.

- **Rural Rediscovery.** Focus on rural areas and small towns, including traditional industries such as agriculture and eco-tourism, as well as newer sectors.

- **Global Trade Hub.** Significant expansion in global trade, tourism, and investment.

- **Innovation Hub.** Emphasis on technology and innovation, particularly in urban centers.

- **Risks on the Horizon.** Florida’s future is at risk due to slowing population growth, economic uncertainties, or extreme weather events and climate trends.

More than 1,900 Floridians participated in a series of conversations about these futures, including:

- A statewide transportation visioning summit in December 2014 near Orlando;
- Five regional transportation forums in February 2015 in Delray Beach, Fort Walton Beach, Jacksonville, Sebring, and Tampa;
- Presentations and working sessions with a range of state, regional, and local transportation partners;
- Review by the 35-member steering committee guiding the FTP update; and
- An interactive website, including a structured survey, to gain public comment on these five futures.
Where Are We Going?

Return to Historic Growth

What If?

Florida’s high rate of population growth resumes, trending back toward 800 or more people a day moving into the state?

Florida’s economy remains focused on agriculture, construction, and tourism?

Population and economic growth concentrates on the fringes of existing urban areas and in newly developed areas along existing transportation corridors?

Gasoline prices remain low and new technologies do not catch on, continuing reliance on the motor vehicle as the primary way we travel?

Could We?

Continue to expand our highway system to accommodate continuously growing demand for moving people and freight?

Use technology and information to better manage our existing highway system?

Develop alternatives to highway transportation where there is sufficient demand?

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So glad we moved to Florida!

We ended up living in one of the new planned communities outside the city. It’s a longer commute but we have the home we want and the schools are great. I’ve started some consulting on the side again. Being located between two big cities means a lot of potential customers, but a lot of travel to see them. Bob often leaves early and stays late to avoid the traffic but he says the new express lanes help a lot when he needs to get somewhere on time. We haven’t paid a late fee at daycare yet!

Best Wishes!
Karen
Rural Rediscovery

What If?

Florida’s agricultural sector expands to meet demand for locally grown food and export markets?

Rapid expansion in broadband and 3-D printing enables specialized manufactured goods to be produced anywhere in Florida?

Florida’s retirees, families, and visitors spend more time visiting recreational areas?

Rising costs and concerns about coastal flooding encourage more residents to move to inland Florida?

Could We?

Revitalize historic communities while preserving rural lifestyle?

Increase investment in farm-to-market freight routes, freight terminals, airports, and other infrastructure in rural and inland areas?

Improve connections from rural areas to major freight and passenger hubs in urban areas?

Expand recreational trails and access to natural places?

Business is booming for our small farm. Well, it used to be small but we became connected with an organic cooperative in town that specializes in exports. Now we can’t grow fast enough. With improved roads and freight terminals in the county, my produce can be in restaurants the next day. Our neighbors are great and it seems like everyone is doing the same thing, but with different products – sustainable fish, custom manufactured parts, high-end web design – all made right here in rural Florida! Best part is that with my flexible schedule, I can find time to bike the nature trails, kayak the river, and get out for the deer season. So easy to get around this community, you should come visit!

– Jessica
# Where Are We Going?

## Global Trade Hub

### What If?
- Florida’s seaports and airports become the leading gateways for exports and imports serving Florida and the United States?
- The value of Florida agricultural and manufactured products sold in global markets increases exponentially?
- More than 150 million visitors travel to Florida each year – one third from overseas?
- Florida becomes the premier location for multinational companies doing business in the United States, the Caribbean, and Latin America?

### Could We?
- Continue to deepen harbors, extend runways, and expand terminals to handle larger ships and planes?
- Improve road and rail connections to major seaports and airports?
- Improve long-distance truck and rail corridors to other states?
- Develop a major truck/rail corridor in inland Florida to shift freight activity away from congested coastal regions and support planned intermodal hubs and facilities?
- Use new technologies to improve the efficiency of the supply chain?
- Create more options for visitors to easily move from airports and seaports to urban centers and major attractions?

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Great trip to Florida! Caught a direct flight, then the new rail line directly to the convention center. Rented a bicycle from a bike share service and met some clients downtown for dinner. After the conference, I took the express rail across the state to spend a few days on the beach. Enjoying the time off but keeping up with email.

Will use an on-demand shared vehicle tomorrow to explore the region. Flying back to Brazil Monday. Let’s plan a longer trip together next year — there’s so much to do here, and it’s so easy to get around. Maybe I should convince my company to start a small office here.

- Filipe
Innovation Hub

What If?
Younger, skilled workers choose to establish their careers in Florida because of the state’s high quality of life and growing economy?

Florida becomes a global leader in life sciences, information technology, aerospace, and other innovation industries?

People choose to live in urban neighborhoods where they can live, learn, work, and play in close proximity?

Could We?
Expand transportation choices in urban centers: walking, bicycling, shared vehicles, streetcars, light rail, and more?

Create more options for high-speed travel between Florida’s urban centers without using a car?

Ensure fast delivery to markets for innovation industries?

Test and deploy automated and connected vehicles and other new technologies to increase the efficiency and safety of the transportation system?
### Where Are We Going?

#### Risks on the Horizon

<table>
<thead>
<tr>
<th>What If?</th>
<th>Could We?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Migration of workers or retirees to Florida from other states slows dramatically?</td>
<td>Invest in transportation to reenergize a stalled economy?</td>
</tr>
<tr>
<td>A global crisis stalls Florida’s tourism industry?</td>
<td>Protect our most strategic assets?</td>
</tr>
<tr>
<td>Florida’s economy enters a period of prolonged stagnation?</td>
<td>Consider where to repurpose (or abandon) infrastructure?</td>
</tr>
<tr>
<td>Multiple hurricanes hit Florida in a single year?</td>
<td>Adapt infrastructure to prepare for extreme weather events and climate trends?</td>
</tr>
</tbody>
</table>

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**Sorry to be so long in writing, we have been flat out since the hurricane hit. The schools have reopened but it will be months before our home is fully repaired. The bridge reopened in record time so we don’t have the long detour to get to work anymore. Fortunately, the water taxi kept running and we all spent more time on the bike path. There is a project to repair the coastal road that was washed out. The county will raise the road, replenish the beach, and redesign to create more places for restaurants and shops. Who would have thought this stretch of the beach might come out stronger after such a terrible storm?**

- Samantha
Over the Next 50 Years We Want...

**Safety and Security** for residents, visitors, and businesses

**Efficient and Reliable Mobility** for people and freight

**Agile, Resilient, and Quality** transportation infrastructure

**More Transportation Choices** for people and freight

**Transportation solutions that support Florida’s global Economic Competitiveness**

**Transportation solutions that support Florida’s Environment and Conserve Energy**

**Transportation solutions that support Quality Places to live, learn, work, and play**
The future may be uncertain, but one thing is clear: we are hopeful about the future of our state. In summits, workshops, briefings, and on-line surveys, participants consistently expressed optimism that Florida’s population and economy would continue to grow and that our quality of life and environment would continue to remain high. Building on the Six Pillars of Florida’s Future Economy developed by the Florida Chamber Foundation, as well as other recent visioning and strategic planning exercises around the state, many recognized the critical role transportation must play in supporting this broader vision.

As we look to this future, seven aspects of Florida’s transportation system are critical to our state’s broader vision:

**Safety and security for residents, visitors, and businesses.**
We want a fatality free transportation system and the ability to travel on any mode without fear of serious crash or other incident. Achieving zero deaths on our transportation system is a long-term aspiration, but begins with focused efforts to achieve a significant reduction in the number of crashes – particularly those involving fatalities or serious injuries – each year.

We would also like a secure transportation system that has limited vulnerability to criminal activities such as cargo theft, terrorism, and cyber attack. A secure transportation system is not a conduit for human trafficking, smuggling, or shipments of invasive species or nuclear or biological threats. Finally, a secure transportation system is prepared for effective emergency response, whether from extreme weather, pandemics, or other emergency events.

**Agile, resilient, and quality transportation infrastructure.**
We will continue to strive for a transportation system that is in good condition across every mode and every level of geography. Good condition means our bridges are safe, our pavement is smooth, our buses and passenger rail vehicles operate without breaking down, and our ports and terminals operate efficiently.

We want to shift our focus from maintaining existing infrastructure to adapting infrastructure over time to meet changing opportunities and demands. We want an infrastructure agile enough to implement new technologies and meet changing customer needs, such as the growing size of commercial vehicles and vessels, and resilient enough to withstand and recover from the impacts of extreme weather events and climate trends, such as sea level rise.

**Efficient and reliable mobility for people and freight.**
We place high priority on efficient and reliable mobility options for both people and freight. While we recognize some traffic congestion is a sign of a healthy urban area, to the extent possible, we want our transportation system to be congestion-free – that is, without unnecessary delay in moving people or freight on all modes and with reliable travel times. This includes eliminating delay associated with bottlenecks; crashes and other incidents; and regulatory activities such as permitting, payment, or customs or immigration processing.

For our businesses, mobility also means an efficient supply chain allowing raw materials, component parts, and final goods to move from farm or factory to distribution center to consumer in a reliable, cost effective manner. High-quality customer service for residents, visitors, and businesses is essential.
More transportation choices for people and freight.
Florida’s residents and visitors want the freedom to choose among and move seamlessly through different modes of travel from the start to the end of a trip. Our communities increasingly are looking for a wider range of transportation choices, including passenger rail, bus, shared vehicles, bicycles, and walking. Residents and visitors want these options to provide high-quality service and convenient schedules and routes serving key destinations. In particular, we need more options for people who are aging in place, have limited mobility, or are unable or choose not to drive. Our businesses seek multiple choices of transport to meet customer demands for goods and services.

Transportation solutions that support Florida’s global economic competitiveness. We want Florida’s transportation system to support our global competitiveness by meeting the changing needs of the economy. We want a transportation system that connects people to jobs, so businesses have access to skilled labor and our diverse population has access to economic opportunity, education, and training. We want Florida’s transportation system to connect businesses to their suppliers, customers, and partners in related industries to build strong innovation clusters in sectors such as life sciences, aerospace, and other sectors related to emerging technologies. We want our transportation system to provide visitors with efficient, reliable connections to attractions throughout the state to continue to expand our world-renowned tourism industry and encourage more visitors to experience multiple destinations throughout our state. We place high priority on connecting Florida’s regions to one another in multiple ways – highway, rail, water, and air – to create an economy with the size and scale to compete with other “megaregions” in the United States or globally. A critical need to support all of these outcomes is a skilled workforce in transportation, trade, logistics, and related industries.

Transportation solutions that support quality places to live, learn, work, and play. A transportation system that helps support vibrant places is essential. This requires context-sensitive investments that support community and regional visions, meet the needs of diverse groups of residents, improve accessibility, and expand options for residents and visitors. We give priority to aligning transportation decisions with land use and community development decisions to create great places in established urban centers, emerging markets, small towns, and rural areas. We must ensure that our transportation system supports healthier communities by creating more opportunities for walking, bicycling, and other active transportation and by improving access to recreational areas, fresh food, health care, and other essential services. We also must ensure that our transportation decisions enhance our existing communities. In an effort to achieve shared goals, we need to fairly and effectively balance the interests of different partners.

Transportation solutions that support Florida’s environment and conserve energy. Finally, we want Florida’s transportation system to preserve and enhance Florida’s unique environment. This requires sustainable infrastructure and investments to preserve, or where possible, restore the function and character of wildlife habitat, watersheds, and other important natural systems. Each transportation investment is an opportunity to advance environmental stewardship goals by incorporating materials, technologies, and design features that reduce energy consumption and air quality pollutant and greenhouse gas emissions, and avoid creating barriers to (or possibly restore) movement of wildlife and water. Our broader transportation plans – in coordination with land use and development decisions – are opportunities to strategically align the overall footprint of the state’s development so our economy and environment continue to thrive side by side.
Florida’s transportation vision can be achieved through collaborative efforts between FDOT and other state, regional, and local partners in the public, private, and civic sectors. Key emphasis areas for implementing all seven goal areas include:

• **Innovation.** Like many other industries, transportation is at a cusp of a revolution driven by new and converging technologies. From the first commercial aviation flight in 1914 to the first American in space in 1961, Florida has long been a leader in new approaches to transportation. The state must remain at the forefront of applying technology and innovation to all aspects of transportation – from automated vehicles to alternative energy sources to commercial space transportation to automated trip planning and payment. Transportation partners have the opportunity to examine innovative approaches to all transportation activities, from planning and design to construction to maintenance and operations.

• **Collaboration.** Transportation decisions in Florida are made by an array of state, regional, and local partners, including FDOT, 27 metropolitan planning organizations, 10 regional planning councils, 67 counties, 410 cities, 53 transit operators, 15 public seaports, 129 public airports, 2 spaceports, and many other authorities and special districts. Making transportation decisions that support broader economic development, community, and environmental goals requires coordination and alignment with additional agencies and plans at all levels. In particular, careful collaboration between transportation and land use strategies is critical to many aspects of this vision. Increasingly, transportation solutions involve partnerships between the public and private sectors, including railroads, utilities, landowners, developers, and financial institutions. The state’s transportation strategy should involve creating and sustaining effective collaboration and partnerships – in effect, an agile and efficient institutional infrastructure that supports the physical infrastructure.

• **Customer Service.** During the past decade, transportation agencies throughout Florida have begun to shift their focus from building infrastructure to supporting mobility for people and freight. This requires a focus on user needs and customer service. As part of achieving the state’s vision, transportation partners have the opportunity to examine current processes and services to determine how to improve customer service – enhancing opportunities for stakeholders and the public to provide input into transportation decisions; better identifying and responding to the values and needs of residents, visitors, and businesses; improving communication to users; providing more options; and streamlining licensing, permitting, and other business and regulatory transactions.

• **Strategic Investments.** Transportation is an investment in Florida’s future. State, regional, and local partners already face a significant backlog of transportation needs, and the vision outlined in this document will create new needs as well as refine existing priorities. The vision must recognize that investment resources are limited, particularly given concerns about the sustainability of existing revenue sources based on motor fuel taxes. FDOT, local governments, transportation authorities, the private sector, and other partners must make strategic investments in Florida’s transportation system that lead toward the state’s transportation vision and accomplish broader economic, quality of life, and environmental goals. This includes a continued focus on the Strategic Intermodal System, the state’s high priority network of transportation hubs, corridors, and connectors.

• **Research, Data, and Performance Measurement.** Finally, the state’s transportation partners must commit to an ongoing emphasis on research, data collection and analysis, and performance measurement to support all of the state’s future transportation outcomes. This foundation will provide the basis for continuous improvement to plans and decision-making at the state, regional, and local levels. Rapidly evolving technologies are changing the amount and quality of data available to transportation customers and providers. Data access, connectivity, and integration may soon be as important to the operation of our transportation system as the physical infrastructure itself.
The Florida Transportation Plan includes three elements:

1. **The Policy Element** defines goals, objectives, and strategies for Florida’s transportation future over the next 25 years. The Policy Element is the core of the Florida Transportation Plan and provides guidance to state, regional, and local transportation partners in making transportation decisions.

2. **The Vision Element (this document)** provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida’s transportation system during the next 50 years.

3. **The Implementation Element** defines the roles of state, regional, and local transportation partners in implementing the Florida Transportation Plan, including specific short- and medium-term actions and performance measures. The Vision Element and Implementation Element support the Policy Element.

FDOT will continue to work with partners to implement the FTP and to adjust strategies as needed to reflect changing trends and events. As a primary emphasis of FTP implementation, FDOT will continue to work with partners to update and implement the Strategic Intermodal System (SIS) Policy Plan. FDOT also will update and implement statewide modal plans covering aviation, motor carriers, rail, and seaports to align with the FTP and SIS Policy Plan.

For more information or to provide comment on the FTP, please visit: FloridaTransportationPlan.com
FDOT would like to thank all those who participated in the FTP/SIS visioning process. Without partner and public input, this update would not be possible. Input received from Florida’s Transportation Visioning Summit, Florida’s Transportation Visioning Regional Forums, partner presentations and working sessions, and the FTP/SIS Advisory Groups was crucial in developing the FTP Vision Element. Specifically, the FTP/SIS Steering Committee provides a leadership role to the FTP process as a whole and represents a wide variety of stakeholders.

### FTP/SIS Steering Committee Members

- Richard Biter, Florida Department of Transportation (Chair)
- The Honorable Susan Haynie, Metropolitan Planning Organization Advisory Council (Vice Chair)
- Alice Ancona, Florida Chamber of Commerce
- Karl Blischke, Florida Department of Economic Opportunity
- Mark Bontrager, Space Florida
- Janet Bowman, The Nature Conservancy – Florida Chapter
- Ken Bryan, Rails to Trails Conservancy - Florida
- Bob Burleson, Florida Transportation Builders’ Association
- Laura Cantwell, AARP – Florida Chapter
- James Christian, Federal Highway Administration
- Andra Cornelius, CareerSource Florida
- Karen Deigl, Florida Public Transportation Association
- Jim Ely, Transportation and Expressway Authority Membership Florida
- Cori Henderson, Enterprise Florida
- Steven Holmes, Florida Commission for the Transportation Disadvantaged
- Tisha Keller, Florida Trucking Association
- Bill Killingsworth, Florida Department of Economic Opportunity
- Rocky McPherson, Florida Defense Alliance
- Bob O’Malley, Florida Railroad Association
- Susan Pareigis, Florida Council of 100
- Charles Pattison, 1000 Friends of Florida
- Samuel Poole, Urban Land Institute – Florida Chapter
- William Seccombe, Visit Florida
- The Honorable Doug Smith, Florida Association of Counties
- Chris Stahl, Florida Department of Environmental Protection
- Patricia Steed, Florida Regional Councils Association
- Paul Steinman, Florida Department of Transportation – District 7
- Michael Stewart, Florida Airports Council
- The Honorable Matthew Surrency, Florida League of Cities
- Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles
- The Honorable Karson Turner, Small County Coalition of Florida
- Matthew Ubben, Floridians for Better Transportation
- John Walsh, Florida Ports Council
- The Honorable James T. Wood Jr., Metropolitan Planning Organization Advisory Council
- Ken Wright, Florida Transportation Commission

In developing the Florida Transportation Plan Vision Element, 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.